



**COMMUNITY DEVELOPMENT COMMISSION**  
**of the County of Los Angeles**

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Hilda L. Solis  
Mark Ridley-Thomas  
Sheila Kuehl  
Janice Hahn  
Kathryn Barger  
Commissioners

**ADOPTED**

BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES

February 20, 2018

The Honorable Board of Supervisors  
County of Los Angeles  
383 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, California 90012

The Honorable Board of Commissioners  
Community Development Commission  
County of Los Angeles  
383 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, California 90012

1-D February 20, 2018

CELIA ZAVALA  
ACTING EXECUTIVE OFFICER

Dear Supervisors/Commissioners:

**APPROVAL OF FUNDING AND ENVIRONMENTAL DOCUMENTATION FOR NINE MULTIFAMILY AFFORDABLE HOUSING DEVELOPMENTS LOCATED IN THE CITIES OF LANCASTER, LONG BEACH, LOS ANGELES, AND SOUTH GATE AND THE UNINCORPORATED COMMUNITIES OF ATHENS-WESTMONT, EAST LOS ANGELES, AND WILLOWBROOK (DISTRICTS 1, 2, 4, AND 5) (3 VOTE)**

**SUBJECT**

This letter recommends that your Board approve loans totaling up to \$43,691,000 to fund the development of nine affordable multifamily rental housing developments. The allocations recommended in this action are for nine of the 20 projects selected through the Notice of Funding Availability (NOFA) for Affordable Multifamily Rental Housing, Round 23-A, issued by the Community Development Commission (Commission).

**IT IS RECOMMENDED THAT THE BOARD:**

1. Approve and authorize the transfer of \$550,000 in County General Funds, specifically Homeless Service Funds allocated to the First Supervisorial District, to the Commission, which will then loan the funds to PATH Ventures for construction costs for the PATH Villas at South Gate project. PATH Ventures will receive \$500,000 in project funding, and the Commission may retain \$50,000 (10% of authorized project funding amount) for administrative costs.

2. Authorize the Chief Executive Officer, or designee, to execute a Funding Agreement with the Commission for an amount not to exceed \$550,000 in County General Funds specifically Homeless Service Funds for the PATH Villas at South Gate project.

**IT IS RECOMMENDED THAT THE BOARD OF COMMISSIONERS OF THE COMMUNITY DEVELOPMENT COMMISSION:**

1. Acting as a responsible agency pursuant to the California Environmental Quality Act (CEQA), certify that the Commission has considered the attached Environmental Impact Report (EIR) Addendum for the Midtown Specific Plan/Vistas Del Puerto Project, which was prepared by the City of Long Beach as lead agency; find that the mitigation measures identified in the Mitigation Monitoring and Reporting Plan are adequate to avoid or reduce potential impacts below significant levels; and find that the significant unavoidable adverse impacts are acceptable and outweighed by the social, economic, and other benefits identified and adopted by the lead agency.
2. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the Midtown Specific Plan EIR for the Spark at Midtown project, which was prepared by the City of Long Beach as lead agency; find that the mitigation measures identified in the Mitigation Monitoring and Reporting Plan are adequate to avoid or reduce potential impacts below significant levels; and find that the significant unavoidable adverse impacts are acceptable and outweighed by the social, economic, and other benefits identified and adopted by the lead agency.
3. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached Notices of Exemption for the Westmont Vista, Whittier Place II and Willowbrook 2 projects, which were prepared by the County of Los Angeles Department of Regional Planning as lead agency; and find that these projects will not cause a significant impact on the environment.
4. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached exemption determinations for the Pointe on Vermont project and the SP7 Apartments project, which were prepared by the City of Los Angeles as lead agency; and find that these projects will not cause a significant impact on the environment.
5. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached exemption determination for the Path Villas at South Gate project, which was prepared by the City of South Gate as lead agency; and find that this project will not cause a significant impact on the environment.
6. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached exemption determination for the Kensington Campus project, which was prepared by the City of Lancaster as lead agency; and find that this project will not cause a significant impact on the environment.
7. Approve loans to the recommended developers identified in Attachment A, using up to a total of \$43,691,000 in Affordable Housing Trust Funds, comprised of County Affordable Housing Funds, Mental Health Housing Funds, and Homeless Service Funds, for nine affordable housing developments.
8. Authorize the Executive Director, or designee, to negotiate, execute, and if necessary, amend, or reduce the loan agreements with the recommended developers identified in Attachment A, or their Commission-approved designees, and all related documents, including but not limited to documents to subordinate the loans to construction and permanent financing, and any intergovernmental,

interagency, or inter-creditor agreements necessary for the implementation of each development, following approval as to form by County Counsel.

9. Authorize the Executive Director, or designee, to incorporate, as needed, up to \$27,191,000 in County Affordable Housing Funds, \$16,000,000 in Mental Health Housing Funds, and \$550,000 in Homeless Service Funds allocated by the First Supervisorial District into the Commission's approved Fiscal Year 2017-2018 budget on an as-needed basis, and included in future years' budgets accordingly, for the purposes described herein.

10. Authorize the Executive Director, or designee, to amend the loan agreements with the recommended developers identified in Attachment A, or their Commission-approved designees, to increase the loan amounts by a maximum of 10% each for unforeseen project costs, and to incorporate an aggregate amount up to \$2,719,100 in County Affordable Housing Funds into the Commission's Fiscal Year budgets, as needed.

11. Authorize the Executive Director, or designee, to execute a Funding Agreement with the County for an amount not to exceed \$550,000 in County General Funds specifically Homeless Service Funds for the PATH Villas at South Gate project.

12. Authorize the Executive Director to reallocate Commission funding set aside for affordable housing at the time of project funding, as needed and within each project's approved funding limit, in line with project needs, and within the requirements for each funding source.

### **PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION**

As a result of NOFA Round 23-A, a total of 20 projects were selected for funding. Nine projects are being recommended to your Board for approval at this time. The remaining 11 projects are awaiting local approvals.

The nine projects recommended for approval at this time are multifamily affordable housing developments that will provide a total of 558 new housing units, of which 223 units will be set aside for homeless households, 143 units for general low-income families, 79 units for homeless veterans, 40 units for frequent users of the Department of Health Services (DHS) system, and nine units for onsite managers.

Approval is requested to ensure that the housing development projects can meet the February 28, 2018 deadline for submittal of Low Income Housing Tax Credit applications to the California Tax Credit Allocation Committee. The Commission will return to your Board at a later date with separate actions to recommend funding for the remaining projects utilizing the balance of NOFA Round 23-A funding.

### **FISCAL IMPACT/FINANCING**

The recommended loans to the developers identified in Attachment A will provide a total amount of up to \$43,691,000 in Affordable Housing Trust Funds. This total, comprised of \$27,191,000 in County Affordable Housing funds, \$16,000,000 in Mental Health Housing Funds, and \$500,000 in Homeless Service Funds allocated by the First Supervisorial District, will be incorporated into the Commission's approved Fiscal Year 2017-2018 budget on an as-needed basis, and included in future years' budgets accordingly. Homeless Service Funds, in the amount of \$50,000, will also be incorporated into the Commission's Fiscal Year 2017-2018 budget for administrative costs.

Because of the volatility in the construction industry involving both material and labor costs, the Commission requests authority to increase loan amounts by a maximum of 10% of the County Affordable Housing Funds loan amount, as needed for each project. This aggregate amount of \$2,719,100 will be incorporated into the Commission's budget as needed.

The loan, and contingency amounts are identified in Attachment A.

### **FACTS AND PROVISIONS/LEGAL REQUIREMENTS**

On September 12, 2017, a total of \$64,600,000 in Affordable Housing Trust Funds was made available for NOFA Round 23-A for affordable housing construction activities, consisting of \$39,600,000 in County Affordable Housing Funds, of which \$9,200,000 are Measure H Funds, and \$25,000,000 in Mental Health Housing Funds. On January 16, 2018, the amount of Mental Health Housing Funds available through NOFA Round 23-A was increased by the Board of Supervisors to \$43,750,000, due to the overwhelming demand for this funding source. This increase ensured that all projects seeking Mental Health Housing Funds would be fully funded.

A total of 20 projects were selected through NOFA 23-A. Nine projects are being recommended for approval at this time. The Commission will return to your Board at a later date with separate actions to recommend awards for the remaining projects utilizing the balance of NOFA Round 23-A funding.

The loan agreements and related documents will incorporate affordability restrictions, target assisted populations, and contain provisions requiring the developers to comply with all applicable federal, state, and local laws. Each loan will be evidenced by a promissory note and secured by a deed of trust, with the term of affordability enforced by a recorded regulatory agreement. Approval of these projects will leverage approximately \$230 million in additional external funding sources, which is more than five times the amount of NOFA 23-A funds invested.

The loan agreements and related documents for these projects will reflect the respective Special Needs set-asides and indicate that the assisted units will be affordable to households earning no more than 30% of the median income for the Los Angeles-Long Beach Metropolitan Statistical Area, adjusted for family size, as established by the U.S. Department of Housing and Urban Development. The loan agreements will require that the affordable housing units be set aside for a period of 55 years. Subject to various underwriting requirements, the developers may be required by the Commission or other lenders to create a single asset entity to designate ownership of the project. These "designees" will be Commission-approved single asset entities created by the developers prior to execution of the loan agreement and all related loan documents.

This letter also recommends authority for the Executive Director to reallocate funds set aside for affordable housing development at the time of project funding to better align project funds with available resources. Any reallocation of funds will be made within each project's approved funding limit, in line with project needs, and within the requirements for each funding source.

### **ENVIRONMENTAL DOCUMENTATION**

The proposed projects identified in Attachment A have been reviewed by the Commission pursuant to the requirements of CEQA.

As a responsible agency, and in accordance with the requirements of CEQA, the Commission

reviewed the EIR Addendum prepared by the City of Long Beach for the Midtown Specific Plan, which includes the scope of the Vistas Del Puerto project, and determined that the project will have significant unavoidable adverse impacts on air quality, greenhouse gases and noise. The City of Long Beach has adopted a Statement of Overriding Considerations finding that the significant unavoidable impacts are acceptable and outweighed by the social, economic, and other benefits of this project. The Commission's consideration of the EIR Addendum and filing of the Notice of Determination satisfy the State CEQA Guidelines as stated in Article 7, Section 15096.

As a responsible agency, and in accordance with the requirements of CEQA, the Commission reviewed the Midtown Specific Plan EIR prepared by the City of Long Beach, which includes the scope of the Spark at Midtown project, and determined that the project will have significant unavoidable adverse impacts on air quality, greenhouse gases and noise. The City of Long Beach has adopted a Statement of Overriding Considerations finding that the significant unavoidable impacts are acceptable and outweighed by the social, economic, and other benefits of this project. The Commission's consideration of the Midtown Specific Plan EIR and filing of the Notice of Determination satisfy the State CEQA Guidelines as stated in Article 7, Section 15096.

The Westmont Vista and Whittier Place II projects were determined exempt from the requirements of CEQA by the County of Los Angeles Department of Regional Planning in accordance with CEQA Guidelines Section 15194. The Commission's consideration of these determinations satisfy the requirements of CEQA.

The Willowbrook 2 project was determined ministerially exempt from the requirements of CEQA by the County of Los Angeles Department of Regional Planning in accordance with CEQA Guidelines Section 15268. The Commission's consideration of this determination satisfies the requirements of CEQA.

The Kensington Campus project was determined ministerially exempt from the requirements of CEQA by the City of Lancaster in accordance with CEQA Guidelines Section 15268. The Commission's consideration of this determination satisfies the requirements of CEQA.

The Path Villas at South Gate project was determined exempt from the requirements of CEQA by the City of South Gate in accordance with CEQA Guidelines Section 15332. The Commission's consideration of this determination satisfies the requirements of CEQA.

The Pointe on Vermont and SP7 Apartments projects were determined exempt from the requirements of CEQA by the City of Los Angeles in accordance with CEQA Guidelines Section 15332. The Commission's consideration of these determinations satisfy the requirements of CEQA.

Environmental documentation for the proposed projects are included in Attachment B.

### **IMPACT ON CURRENT SERVICES (OR PROJECTS)**

The requested actions will increase the supply of Special Needs and affordable housing units in the County of Los Angeles.

The Honorable Board of Supervisors  
2/20/2018  
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Respectfully submitted,

A handwritten signature in black ink, appearing to read "Monique King-Viehland". The signature is written in a cursive, flowing style.

MONIQUE KING-VIEHLAND  
Acting Executive Director

MKV:ck

**ATTACHMENT A  
NOFA 23-A  
RECOMMENDED FUNDING ALLOCATIONS**

**Capital Funds**

Sup. Dist.	Jurisdiction	Development/ Applicant	Type of Housing	Total Project Units	County Affordable Housing Funds	Mental Health Housing Funds	1st Dist. Homeless Service Funds	Contingency	Other Funding Resources	Total Development Cost
4	City of Long Beach	Vistas del Puerto/ Clifford Beers Housing, Inc.	Special Needs	48	\$3,360,000	\$0	\$0	\$336,000	\$21,088,676	\$24,448,676
2	Unincorporated Athens-Westmont	Westmont Vista/ Abode Communities	Special Needs	39	\$3,030,000	\$0	\$0	\$303,000	\$17,731,173	\$20,761,173
2	City of Los Angeles	The Pointe on Vermont/ EAH Housing	Special Needs	50	\$1,500,000	\$0	\$0	\$150,000	\$20,563,827	\$22,063,827
1	City of South Gate	PATH Villas at South Gate/ PATH Ventures	Special Needs	60	\$4,081,000	\$0	\$500,000	\$408,100	\$22,572,329	\$27,153,329
5	City of Lancaster	Kensington Campus/ InSite Development	Special Needs	51	\$7,000,000	\$0	\$0	\$700,000	\$13,934,174	\$20,934,174
1	Unincorporated East Los Angeles	Whittier Place Apartments, Phase II/ East LA Community Corporation	Special Needs	34	\$0	\$3,750,000	\$0	\$0	\$14,812,419	\$18,562,419
2	City of Los Angeles	SP7/ Skid Row Housing Trust	Special Needs	81	\$1,500,000	\$0	\$0	\$150,000	\$36,907,873	\$38,407,873
4	City of Long Beach	The Spark at Midtown/ LINC Housing Corporation	Special Needs	95	\$3,220,000	\$6,000,000	\$0	\$322,000	\$42,457,787	\$51,677,787
2	Unincorporated Willowbrook	Willowbrook 2/ LINC Housing Corporation	Special Needs	100	\$3,500,000	\$6,250,000	\$0	\$350,000	\$39,382,676	\$49,132,676
<b>Totals</b>				<b>558</b>	<b>\$27,191,000</b>	<b>\$16,000,000</b>	<b>\$500,000</b>	<b>\$2,719,100</b>	<b>\$229,450,934</b>	<b>\$273,141,934</b>

**ATTACHMENT B**  
**ENVIRONMENTAL DOCUMENTATION**



## KENSINGTON CAMPUS



R. Rex Parris Mayor  
 Marvin E. Crist Vice Mayor  
 Ken Mann Council Member  
 Angela E. Underwood-Jacobs Council Member  
 Raj Malhi Council Member  
 Mark V. Bozigian City Manager

## ATTACHMENT 14 Verification of Zoning

California Tax Credit Allocation Committee  
 915 Capitol Mall, Room 485  
 Sacramento, CA 95814

Project Name: Kensington Campus  
 Project Address / Site: Avenue I & 32<sup>nd</sup> Street West  
 Project City: Lancaster  
 Project County: Los Angeles  
 Housing Type: Homeless  
 Proposed Number of Units: 51  
 Assessor Parcel Number(s): 3107-012-905

The entire parcel upon which the above-described low-income project will be located is zoned MDR (Moderate Density Residential) which allows for residential development (**multi-family**) of no greater than 15 units per acre. This project is eligible to apply for a density bonus that would allow a maximum density of 21 units per acre.

The project, as proposed, is zoned for the intended use, complies with the general plan, and conditional use requirements, if any, and is anticipated to receive land use entitlement through the approval of a site plan review no later than December 2017.

Statement Completed By: *Brian S. Ludicke*  
 (Signature)

Name of Signatory: Brian S. Ludicke  
 (Please Print)

Title of Signatory: Planning Director  
 (Please Print)

Phone Number: 661-723-6105

Date: 9/29/2017

## **PATH VILLAS AT SOUTH GATE**

**RESOLUTION NO. 7780**

**CITY OF SOUTH GATE  
LOS ANGELES COUNTY, CALIFORNIA**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE APPROVING DENSITY BONUS PERMIT NO. 2017-01 ALLOWING AN ADDITIONAL FIVE UNITS TO PATH VILLAS AT SOUTH GATE HOUSING DEVELOPMENT LOCATED AT 5610 IMPERIAL HIGHWAY**

**WHEREAS**, on April 24, 2017, the Department of Community Development received an application from Path Ventures for Density Bonus Permit No. 2017-01 to allow the construction of an additional five (5) units to a proposed fifty-five (55) unit affordable housing project at 5610 Imperial Highway (“Project”); and

**WHEREAS**, the 2014 Housing Element calls for the City to “provide a range of housing prices, unit types, and sizes to accommodate the varied needs of all socioeconomic segments of South Gate, fostering a diverse and balanced community”; and

**WHEREAS**, the 2014 Housing Element calls for the City to “encourage the development of housing that caters to the special needs groups, including the elderly, persons with disabilities (including developmental disabilities), students, large families, and the homeless”; and

**WHEREAS**, the 2009 General Plan calls for a “robust green building program”; and

**WHEREAS**, the 2009 General Plan calls encourages the provision of supportive services that enable households to be self-sufficient; and

**WHEREAS**, the approval of Density Bonus Permit No. 2017-01 increases the use of green techniques in new buildings and new building sites; and

**WHEREAS**, at the conclusion of the noticed public hearing held at the meeting of the Planning Commission August 1, 2017, the Planning Commission adopted Resolution No. 2017-04 recommending that the City Council approve Density Bonus Permit No. 2017-01; and

**WHEREAS**, a public hearing notice was duly published in the Los Angeles Wave newspaper on August 31, 2017, and mailed to property owners and properties located within 600’ feet of the project site which is twice the legally require noticing area; and

**WHEREAS**, the City Council after conducting a duly noticed public hearing has determined that Density Bonus Permit No. 2017-01 is consistent with the goals, policies, and implementation measures set forth in the 2009 General Plan and 2014 Housing Element;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:**

**SECTION 1.** The City Council, pursuant to the facts noted above, does hereby conditionally approve Density Bonus Permit No. 2017-01 to allow an additional five units for a proposed fifty-five unit supportive housing development at 5610 Imperial Highway subject to the conditions found in attachment “A” attached hereto and incorporated herein for reference.

**SECTION 2.** The adoption of Density Bonus Permit No. 2017-01 is consistent with the goals and objectives of the adopted 2014 Housing Element and 2009 General Plan.

**SECTION 3.** This Project is within a Class 32 “Infill” Categorical Exemption pursuant to California Environmental Quality Act Guideline Section 15332. A Class 32 Exemption exempts certain in-fill development meeting the conditions described in the section. The project qualifies for a Class 32 Exemption because of the following conditions: (a) the Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) the Project occurs within city limits on a site of no more than five acres substantially surrounded by urban uses; (c) the Project’s site has no value as habitat for endangered, rare or threatened species; (d) approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) the site can be adequately served by all required utilities and public services. Accordingly, this Project is Categorically Exempt under California Code of Regulations (CCR) Section 15192 (Threshold Requirements of Exemptions for Affordable Housing), and CCR 15194 (Affordable Housing Exemption).

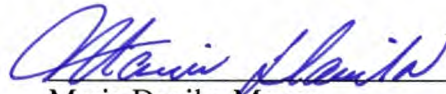
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**SECTION 4.** If any section, sentence, clause, or phrase of this Resolution is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this resolution. The City Council hereby declares that it would have passed this Resolution, and each and every section, subsection, sentence, clause and phrase thereof not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

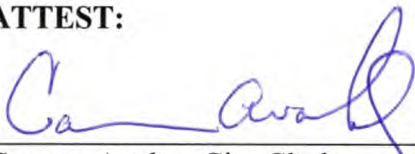
**SECTION 5.** The City Clerk shall certify to the adoption of this Resolution which shall be effective upon its adoption.

**PASSED, APPROVED and ADOPTED** this 12<sup>th</sup> day of **September 2017**.

**CITY OF SOUTH GATE:**


  
\_\_\_\_\_  
Maria Davila, Mayor

**ATTEST:**

  
\_\_\_\_\_  
Carmen Avalos, City Clerk

(SEAL)

**APPROVED AS TO FORM:**

  
\_\_\_\_\_  
Raul F. Salinas, City Attorney

## Exhibit A.

### Planning Conditions

1. Except as set forth in conditions, development shall take place substantially as shown on the approved site plans and elevations. Any deviations (e.g. floor plan, unit square footage or unit mix) that still meet all of the City's codes and criteria will be substantially in conformance with this approval. However, any material deviations must be approved by the Community Development Department before construction.
2. Approval shall be valid for twenty-four (24) months from the date of the final determination. Time extension may be granted at the discretion of the Community Development Department.
3. No exterior structural alteration or building color change, other than those colors or building treatments originally approved by this application, shall be permitted without the prior approval of the Director of Community Development.
4. Paint and stucco colors that deviate from the approved color and material board shall be reviewed and approved by the Planning Division before purchase or application.
5. Future changes to the exterior color (either stucco or paint) shall be obtained by separate review and approval by the Planning Division of the Community Development Department.
6. The landscaping, including the parkway, shall be maintained in a clean, thriving condition, free from litter, weeds, and overgrowth in perpetuity.
7. The project shall comply with all Building & Safety and Public Works requirements.
8. At the completion of the project, final approval from the Planning Division shall be obtained prior to Building and Safety Division final approval. All conditions of approval shall be met prior to final approval by the Planning Division.
9. The applicant shall defend and hold harmless and indemnify the City and its agents, officers and employees from any claim, action, or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul any approval by the City concerning the project. The City shall promptly notify the applicant of any filed claim, action or proceeding and shall cooperate fully in the defense of the actions.
10. Applicant shall agree to maintain the property and all related on-site improvements and landscaping thereon, including without limitation, buildings, parking areas, lighting, signs, and walls in a condition and repair that meets industry standards, free of rubbish, debris and other hazards to persons using the same, and in accordance with all applicable laws, rules, ordinances and regulations of all Federal, State, County and local bodies and agencies having jurisdiction, at applicants sole cost and expense. Such maintenance and repair shall include, but not be limited to the following: (i) sweeping and removal of trash and debris as soon as possible but at least within 24 hours; (ii) the care of all shrubbery, plantings and other landscaping in a healthy condition and replacement of diseased or

dead plant material with new material at an appropriate size for the health and spacing of the plant material; being replaced; (iii) maintenance of all irrigation systems in properly operating condition; (iv) the removal of graffiti within 24 hours; and (v) the repair, replacement and restriping of asphalt or concrete paving using the same type of material originally installed, to the end that such paving at all times be kept in a level and smooth condition.

11. Screening Required. Solid decorative or stucco walls and/or fences of 6' feet in height to be installed along the south, east and west boundary of the property. Decorative or stucco walls and/or fences shall be installed to provide safety and-privacy at the back of lots as shown on a Wall and Fence plan to be approved by Community Development Director.
12. All rooftop mechanical equipment shall be placed behind a permanent parapet wall and shall be completely screened from view from Imperial Highway.
13. Lighting. All lighting of the building, landscaping, parking area, and similar facilities shall be hooded and directed to reflect away from adjoining properties. A precise lighting plan shall be submitted showing the location of all exterior lighting within the driveway and parking areas. The plan shall be subject to the approval of the Community Development Director. Approval criteria will emphasize both the functional as well as the decorative nature of the proposed lighting. The plan and fixture design shall be approved separately from the design approval and from the working drawings.
14. Signs. Signage for residential uses and properties shall be subject to review and approval of the Community Development Department.
15. Treatment of Utilities. All new utilities shall be underground in accordance with Section 11.30.050 (Development Requirements) of the City's Zoning Ordinance. Prior to the release of utilities or service connections, final building, electrical, plumbing and/or mechanical approval, the owner or general contractor shall submit a list of all contractors and/or subcontractors performing work on this project or development to the Community Development Department. All contractors shall obtain a business license to work and/or do business in the City of South Gate.
16. A utility plan shall be approved by the Planning Division before a building permit is issued. All mechanical equipment and appurtenances of any type, whether located on roof top, ground level, or anywhere on the building structure or site shall be completely enclosed or screened so as not to be visible from any public street and/or adjacent property. Such enclosure of facilities or screening shall be of compatible design related to the building structure for which such facilities are intended to serve.
17. Landscaping. A precise landscaping plan shall be submitted showing the size, type and location of all plant material. The plan shall include the location of a permanent underground irrigation system, of adequate design to ensure complete coverage of all plant materials. The plan shall be subject to the approval of the Community Development Director and shall be approved separately from the design approval and working drawings. Any deviation must be approved by the Community Development Director before installation. No mature trees shall be removed without the permission of the Community Development Director.



18. Driveways. The entry drive from Imperial Highway shall be paved with permeable decorative pavers. The final paving color and design to be approved by the Community Development Department Director.
19. Trash Enclosure. Any trash enclosures located outdoors will require decorative stucco block wall enclosure with self-closing gates and decorate cover design to be approved by the Community Development Department Director.
20. A colors and materials board for all exterior colors shall be submitted to the Community Development Director for approval. All approvals must be obtained prior to installation. Colors and materials shall be approved separately from the design approval and from the working drawings.
21. A minimum of two (2) full-time dedicated staff members will provide case manager services.
22. On site bicycle facilities shall be provided with materials and designs to be approved by the Community Development Department.
23. The developer shall comply with the Arts in Public Places program requirement as stated in the Municipal code.

#### **Density Bonus Incentive (Requirements)**

##### Green Building Project

1. Certification shall be by the U.S. Green Building Council (USGBC), the Green Point Rated system, Build-it-Green, or compliance with another reputable independent and nationally recognized organization, deemed appropriate by the City. LEED Certified Rating, or Equivalent: 10% Maximum Density Bonus Reward
2. All additional floor area and/or dwelling units achieved through the green building incentive shall be built to the same certified green building standards as the eligible project. LEED Silver Rating, or Equivalent: 20% Maximum Density Bonus Reward
3. Intent to achieve certification shall be demonstrated at the time of permitting, and subsequent final certification shall be demonstrated to the City per the USGBC (or applicable) certification schedule. If the project does not achieve certification, penalties equivalent to the value of the bonus may apply. LEED Gold or Platinum Rating, or Equivalent: 30% Maximum Density Bonus Reward
4. Monetary contribution for green building shall not qualify for incentives.

#### **Police Department Conditions**

1. Pedestrian access by tenants would be controlled by an electronic control that would unlock secured common area entrances. Each apartment unit will have a unique lock/code that will be changed upon unit turns. All non-resident visitors must see the property manager for access.

2. Security cameras, per Condition 11 and 12 of the Standard Conditions will be mounted for 24 hour surveillance of vehicle and pedestrian ingress/egress points, parking garage, and common areas.
3. Common areas will have appropriate lighting that meets or exceeds the City security code requirements.
4. South Gate Police Department will be granted a master code to the security program thereby having access to both vehicular and pedestrian ingress/egress points.

### **Public Works Conditions**

The Public Works Department has reviewed your request in reference to the subject property and provides the following conditions of approval:

#### **General Design Parameters**

All the streets shall be designed per APWA Standard Specifications for Public Works Construction ("Green Book") and the City of South Gate standards, in case of a conflict, the City's standards will prevail.

All the drainage design criteria shall be per the Los Angeles Flood Control District and the City of South Gate standards, in case of a conflict, the City's standards will prevail.

All the grading plans shall be designed to the requirements of the City of South Gate Department of Building and Safety.

All public works improvements shall be constructed in accordance with the latest edition of the APWA Standard Specifications for Public Works Construction ("Green Book") and South Gate City Standards, and to the satisfaction of the City Engineer prior to the issuance of a Certificate of Use and Occupancy.

#### **General Conditions**

Prior to the issuance of building and public works permit, the applicant shall:

1. Prepare street, drainage, water, sewer, grading and lighting improvement plans showing all existing and proposed public works improvements and dry utilities as outlined below. Said plans shall be prepared by a registered Civil Engineer on City approved title blocks.
2. Provide an engineer's estimate for all public works improvements and pay all plan-check fees in accordance with the latest fee schedule prior to plan review.
3. Developer shall deposit \$5,000 with the City to cover the City's cost for review of pre-development submittals such as preliminary plans, including traffic, civil, planning and environmental consultants, etc.
4. The developer shall pay Road Mitigation fees in accordance with the latest fee schedule, unless otherwise exempt from the Road Mitigation Ordinance or waived by the City Council. Road Mitigation Fee for New Development – Residential is \$2,492 per dwelling unit. The Road Mitigation fee will be determined once site plan is approved by the Community

Development Department.

5. The developer shall pay Low Impact Development (LID) Plan Check fees. Plan check is conducted by the City's Environmental Consultant, John Hunter & Associates.
6. Pay permit and inspection fees associated with this project in accordance with the latest Public Improvement Plan Check fee schedule at the time of permit issuance and inspection.
7. Coordinate all Public Works improvements inspection with the Public Works Department at least 48 hours prior to commencing work. Contact Guillermo Petra at (323) 357-9614 to arrange for a Public Works Inspection.
8. Developer's contractor, subcontractors, and consultants working on this project must obtain and pay City Business License and permits fees, and submit relevant insurance paperwork to perform work within public right of way.
9. Prior to the City's acceptance of the public improvements, developer shall submit a refundable deposit in the amount of \$1,000, which will be refunded upon receipt of "Record Drawings" for all the required improvements on approved Mylar(s) and a CD.
10. Comply with the requirements of the American Disability Act (ADA compliance) in regards to access ramps, sidewalks, driveway and any public access pathways.
11. Comply with the City's Community Development Ordinance pertaining to construction debris recycling. Contact the Building & Safety Department to obtain a Construction & Demolition Debris Waste Reduction Recycling Plan forms.
12. Developer to contact the City's Waste Hauling Company (Waste Management) at (800) 774-0222 and obtain approval for the location of waste disposal container(s), including facilities for recycling.
13. Developer must comply with all applicable South Coast Air Quality Management District (AQMD) regulations.

### **Streets**

14. Pavement Moratorium approved by City Council under Resolution No. 2118, Section 5.04.040 will apply to the proposed development as the construction on the Imperial Highway Center Median Improvements Project is anticipated to begin in early spring of 2018. All necessary utility work, such as water service line connections, sewer later connections, including dry utilities, etc along Imperial Highway will need to be completed prior to the City commencing with the median installation and roadway resurfacing fronting the development. Developer shall coordinate and schedule this work with the City Engineer. If work is not performed prior to the City's project, the City will perform such work and back-charge the developer for all construction cost including design, construction management, staff time, and inspection.
15. Remove and reconstruct any and all damaged/or deficient existing improvements including but not limited to curb and gutter, sidewalk along the perimeter of the proposed development.

Existing sidewalks with non-compliant ADA cross slope exceeding 2% shall be replaced.

16. All existing driveways that are being replaced with new driveways on Imperial Highway will require new curb and gutter and full-width sidewalk to match the existing.
17. Construct new driveways at least 5 feet away from any above-ground obstructions in the public right-of-way. Otherwise the obstruction shall be relocated at the developer's expense. Ensure that each driveway provides proper pedestrian access across, in compliance with the Americans with Disabilities Act (ADA). The final layout and site driveway design shall be subject to the review and approval of the City Engineer.
18. Proposed new driveways will meet the classification of commercial driveways (Minimum width required is 26 feet).
19. Construct new tree wells and plant new 24-inch boxed street trees on Imperial Highway. Install decorative cast iron tree well covers with theft proof locking mechanism. Replace existing empty tree wells with PCC sidewalk in a manner in which it provides consistent spacing with new tree wells. The species of any new street trees shall be in accordance with the Citywide Tree Master Plan. All tree wells shall be irrigated with dedicated irrigation line.
20. Proposed landscape shall be designed to incorporate water conservation techniques through application of xeriscape landscaping principles. Landscape plan to include low-water demanding plants with limited turf, efficient irrigation system and use of California native plants.
21. Any damages done during construction to existing public improvements and pavement markings shall be removed and replaced to original condition per the satisfaction of the City Engineer.
22. Any cross flow drainage from the property over the sidewalks is not permitted. Construct parkway drains as required.
23. Centerline ties, property corners and benchmark monument shall be preserved in the public right of way. In the event that ties, property corners and benchmark monuments are disturbed or removed, a licensed surveyor shall re-establish and file required corner record survey with the Los Angeles County Surveyors office. All recorded copies of the documents shall be submitted to the City along with the final set of as-built plans.
24. In order to meet the City's Lighting Master Plan, developer shall verify that the frontage of the proposed development meets the Illuminating Engineering Society (IES) minimum standards for streetlight illumination for Imperial Highway. If deemed insufficient, developer shall design and construct the necessary pedestrian lighting improvements.
25. Paint property address on the curb, in front of the proposed development, to the City and Fire Departments satisfaction.
26. Coordinate all public works improvements with the Public Works Department at least 48 hours in advance of work beginning.

## **Right-of-Way Dedication, Easements and Lot Merger**

27. Developer shall submit a legal description, Plat and boundary closure, prepared by registered land surveyor that shows the following:
  - A 13-foot right of way dedication for roadway purpose to the City of South Gate for Public Street purposes along the entire property frontage on Imperial Highway.
28. Developer shall submit the required document for the roadway dedication or any other proposed easements. Comply with all requirements of the Subdivision Map Act, the City of South Gate Municipal Code and all the applicable state and local laws.

## **Grading and Drainage**

29. Comply with all Federal, State, and local agency requirements pertaining to the Clean Water Act, which establishes regulations, set forth in the Countywide National Pollutant Discharge Elimination System (NPDES) Permit.
30. Comply with the City's Storm Water Management Ordinance. Implement all NPDES requirements and Best Management Practices during and after construction. Provide and obtain approval of a site-specific Erosion Control Plan.
31. Submit a Grading and Drainage plans prepared by a Registered Civil Engineer to the satisfaction of the Public Works Department and Building Division. Show all existing and proposed driveways, curb & gutter, sidewalks, handicap ramps, street trees, tree wells, street lights, street signs, power poles, fire hydrants, utility boxes, meters, traffic signal poles and cabinets, parkway drains, etc. on the plans. Provide LID Plan and calculations required to address storm water discharge and NPDES requirements by City's Environmental Consultant, John Hunter and Associates (See attached requirements).
32. All catch basins and on-site storm drain inlet facilities shall be stenciled with the appropriate "No Dumping" markings.
33. Submit Geotechnical reports, including but not limited to infiltration, percolation reports.
34. The recommendation for structural section for on-site parking and circulation areas shall be included in the soils report and prepared by geotechnical engineer registered in the State of California. The soils report is subject to the review and approval by the Public Works Department and Community Development Departments.
35. Provide a final detailed drainage study (prepared by a registered/licensed civil engineer) for review and approval. The study shall include existing and proposed hydrologic conditions as well as hydraulic calculations (per Los Angeles County format) for all drainage control devices and storm drain lines.
36. Grading plan will include geotech and geologist certification, stating that grading plan has been reviewed and found to be in conformance with the recommendations as outlined in the soils and geological report.

37. Historical or existing storm water flow from adjacent lots must be received and directed by gravity to the street, a public drainage facility, or an approved drainage easement.
38. Dust control operations shall be performed by the developer at the time, location and in the amount required and as often as necessary to prevent the excavation or fill work, demolition operation, or other activities from producing dust in amounts harmful to people or causing a nuisance to persons living nearby or occupying buildings in the vicinity of the work. The developer is responsible for compliance with Fugitive Dust Regulations issued by the Air Quality Management District (AQMD).

### **Sewer**

39. The developer shall prepare a comprehensive Sewer Capacity Study signed and stamped by a registered Civil Engineer addressing the sewer needs of the new proposed site and pay all required review fees. Initial deposit of \$761 is required to initiate the plan check. Actual costs of the review will be billed to the developer as the plan check progresses. Based on the Sewer Capacity Study, the developer might be required to pay for any necessary sewer upgrades. The limits of the upgrades shall be to the downstream point of connection to where sufficient capacity exists. If in case the sewer connection is made to Los Angeles County Sanitation District sewer system, the developer may need to coordinate and get approval from Los Angeles County Sanitation District and pay any associated County fees.
40. Install adequate sewer lateral(s) to serve the proposed development, and abandon any existing sewer laterals and sewer cleanouts that will not be used, to the satisfaction of the Public Works and Building & Safety Departments. Sewer laterals will be abandoned in place with either cement slurry backfill or concrete bulkhead plug per City Standard Plans.
41. The developer shall consult the City Engineer to determine the sewer location and design requirements. Relocation of any public sewer lines shall be subject to approval by the City Engineer. Pavement moratorium applies.

### **Water**

42. Conduct a Water System Capacity Study and provide a copy of the report to the City for review and approval. If higher water needs are determined, then the developer will pay for any water upgrade needed to meet the demand. Developer to pay for all costs incurred for the review of the capacity study.
43. All proposed improvements shall be served by adequately sized to accommodate the total domestic, landscape and fire flows. Plans shall include size, type and location of the proposed fire hydrants approved by the Los Angeles Fire Department (LAFD). Provide fire flow calculations to justify the size and the velocity in the pipe (not to exceed 10 ft/sec)
44. Coordinate with the City's Water Division regarding removal of all existing water meters that will not be used by the development.
45. Developer shall pay Water Development Impact Fees per the latest City Fee Schedule. Fee is dependent on water meter sizes. Development Water Impact fees are paid at the time of obtaining the building permit.

46. The provision of fire protection water systems, hydrants, and appropriate easements shall be in conformance with the Los Angeles County Fire Department.
47. All water facilities shall be installed outside any driveways and drive approaches, and shall be in accordance with the Los Angeles County Fire Department.
48. Developer shall be responsible to meet all water requirements and guidelines of the South Gate Water Division, the Los Angeles County Health Department and Los Angeles County Fire Department.
49. Relocation of any public water lines shall be subject to approval by the City Engineer. Pavement moratorium applies.

### **Traffic**

50. The developer shall prepare a Traffic Impact Study signed and stamped by a registered Traffic Engineer addressing potential safety issues, trip generation, distribution and assignment, queuing analysis, Level of Service analysis, line of sight, internal circulation and overall operational impacts to nearby signalized intersections. Study should include all signalized intersections for which the proposed project will add 50 or more trips during the AM and or PM peak hour. If the study is determined insufficient by the City Engineer, the developer will be required to prepare a Traffic Impact Assessment and pay for any traffic mitigations that arise from the Traffic Impact Assessment.
51. The developer shall be responsible for installing or repairing all centerline striping, traffic legends, raised reflective pavement markers and other traffic delineation required by the City Engineer, including traffic signal loops damaged or required to be installed as part of the development. The plans shall be prepared by a Registered Traffic Engineer and submitted to the Public Works Department for review and approval. All public and private signage and markings for vehicular traffic shall conform to the provisions of the California Manual on Uniform Traffic Control Devices (CA-MUTCD).
52. The developer shall pay for a Development Traffic Report / Study Review in accordance with the latest fee schedule. The Development Traffic Report / Study Review fee is charged at actual cost with a minimum deposit of \$417.
53. Internal circulation, particularly where there are deliveries or trash pick-ups should be shown accommodating the vehicles that will serve the development.
54. Clear unobstructed sight distance lines shall meet AASHTO guidelines and shall be shown on the improvement plans at intersections and/or driveways.
55. Upon completion of construction, developer shall remove temporary construction markings (USA marking).
56. Ingress and egress to the proposed development site to be restricted to right-in and right-out only movement on Imperial Highway due to future raised median island project. No left-turns to and from the development on Imperial Highway shall be allowed. Signage will be

required on-site and within the future raised Median Island to direct traffic.

57. No parking will be allowed on Imperial Highway. The entire length of the curb on Imperial Highway shall be painted red. Replace existing "No Stopping" signs with new.

### **Utilities**

58. Developer is responsible for research on private utility lines (Gas, Edison, Telephone, Cable, Irrigation, etc.) to ensure there are no conflicts with the site.
59. All existing on-site utility lines and existing utility lines serving the proposed development, that conflict with the project, shall be relocated, removed, or abandoned at the developer's expense to the satisfaction of the City Engineer. Pavement moratorium applies.
60. For all electrical needs the developer will coordinate with the assigned SCE Planner.
61. All onsite overhead utility, except high voltage power lines, servicing the development shall be placed underground. Any significant proposed utility underground vaults or meter shall be located away from the proposed driveways.
62. Remove any abandoned above ground utilities within the parkway area including but not limited to service pedestals, pull boxes, etc.
63. All proposed on-site sewer, water, and drainage facilities shall be private system(s) maintained by the property owner.

### **Use and Occupancy**

64. Complete Public Works improvements prior to issuance of certificate of occupancy. Should any public improvements not completed prior to issuance of certificate of occupancy the developer shall enter into a development agreement with the City prior to construction, and post the necessary securities in the amount approved by the City Engineer and in a form approved by the City Attorney. All public improvements shall be completed at the developer's cost.
65. Prior to issuance of a release of Use and Occupancy, all the above conditions shall be complied with and all the improvements are in place.



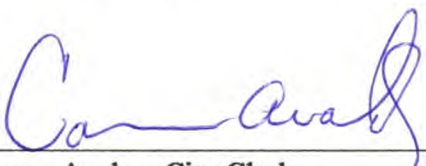
**RESOLUTION CERTIFICATION PAGE**

**STATE OF CALIFORNIA        )**  
**COUNTY OF LOS ANGELES    )     SS**  
**CITY OF SOUTH GATE         )**

I, Carmen Avalos, City Clerk of the City of South Gate, California, hereby certify that the whole number of Members of the City Council of said City is five; that Resolution No. 7780 was adopted by the City Council at their Regular Meeting held on September 12, 2017, by the following vote:

Ayes:            Council Members:    Davila, Bernal, Diaz, Morales and Rios  
Noes:            Council Members:    None  
Absent:          Council Members:    None  
Abstain:         Council Members:    None

Witness my hand and the seal of said City on September 21, 2017.

  
\_\_\_\_\_  
Carmen Avalos, City Clerk  
City of South Gate, California

**SP7**

DEPARTMENT OF  
CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ  
PRESIDENTRENEE DAKE WILSON  
VICE-PRESIDENTCAROLINE CHOE  
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COMMISSION OFFICE MANAGER  
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CALIFORNIAERIC GARCETTI  
MAYOREXECUTIVE OFFICES  
200 N. SPRING STREET, ROOM 525  
LOS ANGELES, CA 90012-4801VINCENT P. BERTONI, AICP  
DIRECTOR  
(213) 978-1271KEVIN J. KELLER, AICP  
EXECUTIVE OFFICER  
(213) 978-1272LISA M. WEBBER, AICP  
DEPUTY DIRECTOR  
(213) 978-1274<http://planning.lacity.org>DIRECTOR'S DETERMINATION  
SITE PLAN REVIEW

December 28, 2017

**Applicant/Property Owner**SP7 Apartments, LP  
Skid Row Housing Trust  
1317 East 7<sup>th</sup> Street  
Los Angeles, CA 90021**Representative**Jim Ries  
Craig Lawson & Co., LLC  
3221 Hutchison Avenue, Ste D  
Los Angeles, CA 90034**Case No.** DIR-2017-2333-SPR**CEQA:** ENV-2017-2334-CE**Location:** 513 East 7<sup>th</sup> Street  
(655 South San Pedro Street)**Council District:** 14 - Huizar**Neighborhood Council** Downtown Los Angeles**Community Plan Area:** Central City**Land Use Designation:** High Medium Residential**Zone:** [Q]R5-2D**Legal Description:** Lot FR LT A, Tract TR 6011**Last Day to File an Appeal:** January 12, 2018**DETERMINATION**

Pursuant to LAMC Section 16.05E, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

**Approve with Conditions** a Site Plan Review for the demolition of an existing one-story structure and the new construction of a seven-story, 81-unit residential building;**Determine**, based on the whole of the administrative record the project is exempt from the California Environmental Quality Act (CEQA) pursuant to California CEQA Guidelines Section 15332, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

The project approval is based upon the attached Findings, and subject to the attached Conditions of Approval:

## CONDITIONS OF APPROVAL

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.
2. **Use.** The Project shall be limited to a seven-story, 81-unit residential building with a maximum floor area of 46,510 square feet. Ancillary uses, such as office space for on-site social services for residents may be permitted in conjunction with the proposed project.
3. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 80 units available to Very Low Income Households for rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA.
4. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A,29.
5. **Landscape Conditions.** The project shall comply with the Landscape Plan in "Exhibit A" as follows:
  - a. Any trees that are required pursuant to LAMC Section 12.21 G and are planted on any podium or deck shall be planted in a minimum three (3) foot-planter.
  - b. New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.
6. **Downtown Design Guide.** The proposed project as depicted in "Exhibit A" shall comply with the following Downtown Design Standards:
  - a. Ground Floor Treatment.
    - i. Electrical transformers, mechanical equipment, other equipment, enclosed stairs, storage spaces, blank walls, and other elements that are not pedestrian-oriented shall not be located within 50 feet of the corner along 7<sup>th</sup> Street and San Pedro Street.
    - ii. The ground floor treatment of active uses should be similar to that of retail space, except that wall openings shall comprise at least 50% of the street level façade. Active uses may include building lobbies, recreational rooms, common areas, gathering or assembly spaces, or courtyards with direct access to each of these uses from the sidewalk or other walkway.

b. Architectural Detail.

- i. For both curtain wall and window/door glazing above the ground floor, use glazing that provides some visibility into the building and creates a light appearance, while meeting Title 24 standards, through a combination of low-E coating, reflective coating, and tint, with the intent of reducing the appearance of the reflective coating.
  - ii. Mechanical equipment shall be either screened from public view or the equipment itself shall be integrated with the architectural design of the building. Mechanical equipment shall not be placed on balconies or other private or common open space areas.
  - iii. Ventilation intakes/exhausts shall be located and designed to divert air flow away from the street and to minimize adverse effects on pedestrian comfort along the sidewalk.
7. **Signage.** Signage shall be in substantial conformance with the conceptual signage shown on the plans stamped as "Exhibit A".
8. **Maintenance.** The subject property (including any trash storage areas, associated parking facilities, sidewalks, driveways, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

**Administrative Conditions**

9. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
10. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
11. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
12. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
13. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building

and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

14. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

15. **Covenant.** Prior to the issuance of any permits by the Department of Building and Safety for the subject project, a Covenant and Agreement concerning all information contained in these conditions shall be recorded in the County Recorder's Office. The Covenant shall run with the land and shall be binding on any subsequent owners, heirs, or assigns. After recordation, a copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject case file.

16. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the Applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the Applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the Applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the Applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in

whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

“City” shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

“Action” shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

## FINDINGS

### Project Background

The Project Site is an irregularly-shaped, 11,484 square-foot parcel located at the corner of 7<sup>th</sup> Street and San Pedro Street within the Central City Community Plan area. The Project Site has a land use designation of High Medium Residential and is zoned [Q]R5-2D. The site is located within the Greater Downtown Housing Incentive (GDHI) Area, a designated Transit Priority Area, and the Los Angeles State Enterprise Zone. The site is located within proximity to four freeways: the Pasadena/Harbor Freeway (I-110 / SR 110) located approximately 1.0 miles to the northwest, the Hollywood Freeway (US-101) located approximately 1.0 miles to the northeast, the Hollywood Freeway and Santa Monica Freeway (I-10) approximately 1.5 miles to the east, and the Santa Monica Freeway approximately 0.9 miles to the southwest.

The Project Site is subject to the Qualified "Q" Conditions and Development "D" Limitations contained in Ordinance No. 164,307, subarea 1575. The "Q" Conditions limits residential development to the R4 density, or one dwelling unit per 400 square feet of lot area. However, the site is located within the boundaries of the Greater Downtown Housing Incentive Area and is not subject to the density calculations of the zone, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 C,3(c). The "D" Limitations limits the site to a maximum 3:1 floor area ratio (FAR), unless the additional FAR is in compliance with applicable provisions of the Redevelopment Plan or an approved transfer of floor area procedure. As the site is located within the Greater Downtown Housing Incentive Area and proposes to set aside 80 of the 81 dwelling units as Restricted Affordable Units, the Project may qualify for a 35 percent FAR bonus, for a maximum 4.05:1 FAR.

Adjacent properties to the northwest and north are zoned [Q]R5-2D and generally developed with one-story retail buildings, and 4-story and 6-story residential buildings with homeless supportive services. Adjacent properties to the south, southwest, and southeast are zoned M2-2D and generally developed with industrial buildings and a grocery store. Many residentially developed properties in the surrounding area were developed with Single Room-Occupancy (SRO) hotel units.

### Streets and Circulation

7<sup>th</sup> Street, a designated Avenue II, is dedicated to a width of 90 feet along the Project Site's frontage, and is improved with roadway, sidewalk, curb, and gutter.

San Pedro Street, a designated Avenue II, is dedicated to a width of 90 feet along the Project Site's frontage, and is improved with roadway, sidewalk, curb, and gutter.

### Site Plan Review Findings

- 1. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

The Los Angeles General Plan Framework Element provides guidance regarding policy issues for the entire City, as well as sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. As identified in the Figure 3-1, Metro Long Range Land Use Diagram of the Framework Element, the project site is located within an area



designated as the Downtown Center. The Framework Element contains the following relevant goals, and objectives, as it relates to Downtown Centers:

**GOAL 3G:** A Downtown Center as the primary economic, governmental, and social focal point of the region with an enhanced residential community.

**Objective 3.11:** Provide for the continuation and expansion of government, business, cultural, entertainment, visitor-serving, housing, industries, transportation, supporting uses, and similar functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center.

In addition to the goals, objectives, and policies regarding the Downtown Center, the Framework Element contains the following goals, and objectives as it relates to housing:

**GOAL 3C:** Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

**Objective 3.7:** Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

**GOAL 4A:** An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.

**Objective 4.1:** Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population.

**Objective 4.2:** Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

The Project Site is located within the Central City Community Plan area, which is one of 35 Community Plans that the Land Use Element of the General Plan is comprised of. The Community Plan establishes goals, objectives, and policies for future developments at a neighborhood level and is further implemented through the Los Angeles Municipal Code (LAMC). The goals, objectives, and policies of the Community Plan and the applicable regulations contained within the LAMC would permit the development of the site in a manner that is consistent with the above referenced goals and objectives of the Framework Element. The Central City Community Plan contains the following relevant objectives, and policies:

**Objective 9-1:** To address the problems of the homeless population by creating a mix of policies, services and facilities that better serve their needs.

**Policy 9-1.1:** Preserve the existing affordable housing stock through rehabilitation and develop new affordable housing options.

Program: Retain and develop new supported housing opportunities for homeless people.

Objective 9-2: To provide the requisite services, housing opportunities, and community environments to allow the homeless to rejoin the workforce and lead more productive lives.

Policy 9-2.1: Establish a physical infrastructure capable of supporting a variety of human services, employment, residential and recreational opportunities for Central City East and other Downtown residents.

Program: Establish programs to promote residential stabilization of homeless people and provide them with job training and other services necessary to return them to productive role in society.

The project site is designated by the Community Plan for High Density Residential land uses and is zoned [Q]R5-2D. While the site is subject to a "Q" Condition which limits residential development to one dwelling unit per 400 square feet of lot area, it is not subject to the density provisions of the R5 Zone or "Q" Condition because the site is located within the boundaries of the Greater Downtown Housing Incentive area. As the intent of the incentive area is to provide additional housing, properties located within the boundaries of the incentive area are not subject to the minimum square foot per lot area regulations of the zone.

The project proposes to develop the site with a seven-story residential building containing 81 residential dwelling units and on-site social supportive services. The project proposes to provide 80 studio units, plus one (1) two-bedroom unit for the manager's unit. The proposed studio units would be set aside as for Very Low Income households. In addition to providing Restricted Affordable units, supportive services would be offered on-site. These services would include case management, counseling and community gatherings such as support group meetings, all of which would help the project meet Objectives 9-1 and 9-2.

The Housing Element contains goals and objectives to encourage the development of "an adequate supply of rental and ownership housing" (Objective 1.1), as well as to "facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households" (Policy 1.1.3). As proposed, the residential development would meet the objectives and policies of the Housing Element of the General Plan by providing a variety of unit types to accommodate individuals and households. Additionally, the Housing Element contains the following goals, objectives, and policies:

GOAL 2: Safe, Livable, and Sustainable Neighborhoods.

Objective 2.1: Promote safety and health within neighborhoods.

Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.

The aforementioned on-site supportive services would promote physical and mental wellness programs to residents. The project location would offer residents convenient access to jobs and services, either by walking or by public transit. Located in a Transit Priority Area, the project proposes affordable housing proximate to public transit stops at

the corner of 7<sup>th</sup> Street and San Pedro Street. As such, the project is consistent with Goal 2 of the Housing Element and aforementioned objectives and policies.

2. **The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on adjacent properties and neighboring properties.**

The project site is located on the northern side of 7th Street and the eastern side of San Pedro Street within the Central City Community Plan area. The adjacent property to the west is developed with a four-story residential building, known as the Yankee Apartments. To the north, the adjacent property is developed with a one-story commercial building, previously utilized as a restaurant. To the southwest, the adjacent property is a two-story industrial building. To the southeast, the adjacent property are one-story retail shops.

The project proposes demolition of the warehouse and construction of a 7-story multi-family building (89 feet in height). The structure would contain 81 residential units, of which 80 units would be set aside for Very Low Income households and 1 unit would be designated as a market-rate manager's unit. The ground floor will contain the corner lobby, a community room, on-site supportive services, an outdoor courtyard, 3 vehicular parking spaces, and 89 bicycle parking spaces (81 long-term and 8 short term spaces). The second floor will contain 13 residential units, a conference room, a multi-purpose room, laundry facilities, an outdoor courtyard, and a patio. The third floor will contain 14 residential units and a patio. Floors 4-6 will each contain 14 residential units. And the seventh floor will contain 12 residential units (including the one manager's unit), and a roof deck. The Project proposes the removal of one (1) non-protected tree on the site. Access to the parking area would be provided through a driveway off of San Pedro Street.

As the Project Site is located within the Greater Downtown Housing Incentive area, the Project has been designed in accordance with the Downtown Design Guide and as described below, would be compatible with the existing and future development on adjacent and neighboring properties.

#### Building Arrangement (height, bulk and setbacks)

The Project Site is located along the eastern boundary of the City Markets District, as identified in Figure 1-1 of the Downtown Design Guide. As indicated in Table 3-2 of the Downtown Design Guide for the City Markets District, building walls or structural columns shall observe a setback between zero and three feet from the property line, while entryways, or other ground floor street wall elements, may be set back further. The building has been designed to primarily observe a zero-foot setback along 7th Street and San Pedro Street, with the building set back a few feet to accommodate outdoor planters near the corner lobby entrance. The proposed setbacks would be consistent with the existing adjacent development. As proposed, the building would be consistent with Section 3.B of the Guide as it relates to building setbacks. The project site is not located on a retail street, thus the project is not subject to a minimum building height or a minimum percentage of project frontage along the street.

### Off-Street Parking Facilities and Loading Areas

The Project proposes 3 automobile parking spaces, along with 81 long-term and 8 short-term bicycle parking spaces. The vehicular and bicycle parking spaces would be located on the ground floor, accessible from a driveway located along San Pedro Street. The project has been conditioned to require that parking spaces are sold or rented separately from the residential dwelling units. As proposed, the Project would be substantially consistent with the Section 5 of the Guide as it relates to the Parking and Access.

### Landscaping

The Project will provide 3,049 square feet of exterior common open space and 1,015 square feet of interior common open space, for a total of 4,064 square feet of qualified open space. The Project proposes to provide 1,404 square feet (25 percent of provided common open space area) of landscaped area and 10 trees. As indicated on Page G021, A110-A170, and L110-L130, the outdoor common open space will be provided in the First Floor courtyard, the Second Floor patio and upper courtyard, the Third Floor patio, and the Seventh Floor roof deck. The required trees would be planted within the exterior common open spaces, as well as one tree proposed within the public right-of-way. The Project has been conditioned to meet the planting standards of the Guide, as found in Section 9-H, unless otherwise prohibited by the Urban Forestry Division, Bureau of Public Works.

### Trash Collection

The Project proposes to provide a trash and recycling area within the building. The common area for the collection would be located adjacent to the driveway on the ground floor towards to the rear of the site. Access to the trash and recycling area would be provided from San Pedro Street since the project site does not abut an alley.

### Fences and/or Walls

The proposed project does not incorporate fences and/or walls for most of the frontage. However, the transformer located on 7<sup>th</sup> Street, more than 50 feet away from the intersection corner, is screened from public view for aesthetics purposes as conditioned by the Downtown Design Guide.

### **3. The residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The project proposes to provide 80 studios and one (1) two-bedroom unit and would be required to provide 4,063 square feet of open space. Pursuant to LAMC Section 12.22 C-3, the project is not required to prescribe a percentage of open space for either common or private open space. The Project will provide 3,049 square feet of exterior common open space and 1,015 square feet of interior open space, for a total of 4,064 square feet of qualified open space. The Project proposes to provide outdoor courtyards and patios on the first, second, third, and seventh floors, which would provide amenities such as seating areas and gaming tables, and will include landscaping. In addition to the outdoor courtyards and patios, the Project proposes a community room, as well as offices to provide on-site social services, on the first floor. A multi-purpose room and conference room is proposed on the second floor of the building. As proposed, the Project would provide recreational and service amenities which would improve habitability for its residents and minimize impacts on neighboring properties.

## Additional Mandatory Findings

4. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, areas determined to be outside the 0.2% annual chance floodplain, as shown on Insurance Rate Map Community Panel No. 06037C1636F, dated September 23, 2008, as published by the Federal Emergency Management Agency.
5. **Environmental Finding.** On December 26, 2017, the Planning Department determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject project as Categorically Exempt under Article III, Section 1, Class 32, Case No. ENV-2017-2334-CE.

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following criteria:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations;
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
- (c) The project site has no value as habitat for endangered, rare or threatened species;
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
- (e) The site can be adequately served by all required utilities and public services.

The proposed project is the demolition of a one-story commercial warehouse and the construction of a new seven-story, 81-unit residential building, with less than 500 cubic yards of grading, the export of 350 cubic yards of soil, and the import of 550 cubic yards of soil. As the construction of a new multi-family dwelling, and a project which is characterized as in-fill development, the project qualifies for the Class 32 Categorical Exemption.

The site is zoned [Q]R5-2D and has a General Plan Land Use Designation of High Medium Residential. As shown in the case file, the project is consistent with the applicable Central City Community Plan policies and all applicable zoning designations and regulations. The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.26 acres. Adjacent properties to the northwest and north are zoned [Q]R5-2D and generally developed with four-story multi-family structures and one-story commercial structures. Adjacent properties to the south, southwest, and southeast are zoned M2-2D and generally developed with one- and two-story commercial and industrial structures. The site has previously been developed and is surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. There are no protected trees on the site. The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance; pollutant discharge, dewatering, stormwater mitigations; hauling and grading; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study. Therefore, the project will not have any significant impacts to traffic. Pomeroy Environmental Services prepared the Air Quality, Greenhouse Gas, & Noise Analyses (dated December 2017) which concluded that the construction-related emissions and operational emissions would not exceed the thresholds of significance recommended by the Southern California Air Quality Management District

(SCAQMD), individually or cumulatively. Nor would the project emit significant objectionable odors. The project site will be adequately served by all public utilities and services given that the construction of an 81-unit apartment building will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

There are five (5) Exceptions which must be considered in order to find a project exempt: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

There is not a succession of known projects of the same type and in the same place as the subject project. As mentioned, the project proposes an 81-unit apartment building in an area zoned and designated for such development. The adjacent lots are developed with a multi-family structure and a commercial store, and the subject site is of a similar size and slope to nearby properties. Thus, there are no unusual circumstances which may lead to a significant effect on the environment. Additionally, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The Topanga Canyon State Scenic Highway is approximately 19 miles away from the subject site, and will therefore not be affected. Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

#### **OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES**

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. The instant authorization is further conditioned upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

#### **TRANSFERABILITY**

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

## **VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR**

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

## **APPEAL PERIOD - EFFECTIVE DATE**

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

**The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director's Determination** unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at [www.lacity.org/pln](http://www.lacity.org/pln).

Planning Department public offices are located at:

*Downtown Office  
Figueroa Plaza  
201 North Figueroa Street, 4<sup>th</sup>  
Floor  
Los Angeles, CA 90012  
(213) 482-7077*

*Valley Office  
Marvin Braude Constituent  
Service Center  
6262 Van Nuys Boulevard,  
Suite 251  
Van Nuys, CA 91401  
(818) 374-5050*

*West Los Angeles Office  
1828 Sawtelle Boulevard,  
2<sup>nd</sup> Floor  
Los Angeles, CA 90025  
(310) 231-2901*

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either through the Department of City Planning website at <http://planning.lacity.org> or by calling (213) 482-7077 or (818) 374-5050. The applicant is further advised to notify any consultant representing you of this requirement as well.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial


review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

VINCENT P. BERTONI, AICP  
Director of Planning

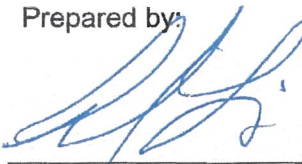
Approved by:

Reviewed by:

  
\_\_\_\_\_  
Jane Choi, AICP, Senior City Planner

  
\_\_\_\_\_  
May Sirinopwongsagon, City Planner

Prepared by:

  
\_\_\_\_\_  
Amanda Briones, City Planning Associate  
Amanda.Briones@lacity.org



# THE POINTE ON VERMONT

**DEPARTMENT OF  
CITY PLANNING**

CITY PLANNING COMMISSION

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DEPUTY DIRECTOR  
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<http://planning.lacity.org>

**DIRECTOR'S DETERMINATION  
DENSITY BONUS & AFFORDABLE HOUSING INCENTIVES**

September 12, 2017

**Applicant / Owner**

EAH Housing, Inc.  
Steven Spielberg  
233 Wilshire Blvd.  
Santa Monica, CA 90401

**Representative**

QES Inc.  
Eric Lieberman  
14549 Archwood Street # 308  
Van Nuys, CA 91405

**Case No.** DIR-2017-2812-DB

**CEQA:** ENV-2017-2813-CE

**Specific Plan Subarea:** South Los Angeles Alcohol Sales  
**Location:** 7600-7610 S. Vermont Avenue,  
950 W. 76<sup>th</sup> Street

**Council District:** 8 – Marqueece Harris-Dawson

**Community Plan Area:** South Los Angeles

**Land Use Designation:** General Commercial

**Zone:** C2-1VL

**Legal Description:** Lots 1, 2, 3, Block 5, McCarthy  
Company's Florence Avenue  
Heights Tract

**Last Day to File** September 27, 2017  
**an Appeal:**

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22 A.25, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

**APPROVE a Density Bonus Compliance Review** for a project totaling 50 dwelling units, reserving 25 units for Low Income Household occupancy for a period of 55 years, with the following requested incentives:

1. **Floor Area Ratio.** An increase in the Floor Area Ratio (FAR) to 3:1 in lieu of the otherwise maximum allowed 1.5:1 FAR.
2. **Height.** An addition of one story to allow for 4-stories (48 feet) in height in lieu of the otherwise permitted 3-stories (45 feet) in height in the C2-1VL zone.
3. **Open Space.** A 20 percent decrease from the open space requirement, allowing 4,020 square feet in lieu of 5,025 square feet.

## CONDITIONS OF APPROVAL

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, West/South/Coastal Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.
2. **Commercial Uses.** The commercial floor area is limited to 2,395 square feet within the C2-1VL Zone.
3. **Residential Density.** The project shall be limited to a maximum density of 50 residential units.
4. **Affordable Units.** A minimum of twenty-five (25) units shall be reserved as rent-restricted affordable units for Low Income Households, as defined by the State Density Bonus Law 65915 (C)(1), and twenty-four (24) units for Low Income Households.
5. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25 (9a-d).
6. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 25 units available to Low Income Households for rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The Applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
7. **Floor Area Ratio (FAR).** The maximum floor area ratio for the project shall be 3:1.
8. **Setbacks.** The project shall maintain a minimum of 16-foot rear yard setback and 7-foot southern side yard setback.
9. **Height.** The project shall be limited to four-stories and 48 feet in height.
10. **Automobile Parking.** Residential automobile parking shall be provided consistent with LAMC 12.22 A.25, or California Government Code Sections 65915-65918. Manager's unit shall provide parking consistent with LAMC Section 12.21 A.4. Commercial automobile parking shall be provided consistent with LAMC Section 12.21.A.4. Based upon the number of dwelling units and commercial floor area proposed, 26 parking spaces shall be provided for the project.
11. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking

Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.

12. **Bicycle Parking.** Residential and commercial bicycle parking shall be provided consistent with LAMC Section 12.21.A.16.
13. **Open Space.** The project qualifies for a 20 percent reduction in the required amount of open space and shall provide a minimum of 4,020 square feet of open space.
14. **Landscape Plan.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The landscape plan shall indicate landscape points for the project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines "O".
15. **Street Trees.** Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The Urban Forestry Division of the Board of Public Works may be contacted at (213) 842-3077 to install the trees.
16. **Façade Design.** The façade articulation, materials, and colors shall be in conformance with the Elevations depicted in Exhibit A.
17. **Lighting.** All pedestrian walkways and vehicle access points shall be well-lit. All outdoor lighting will be shielded to prevent excessive illumination and mitigate light impacts on adjacent residential properties and the public right-of-way.

#### **Administrative Conditions**

18. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
19. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
20. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

21. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
22. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
23. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
24. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
25. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

## PROJECT BACKGROUND

The project site is located at the southeast corner of Vermont Avenue and 76th Street in the South Los Angeles Community Plan area. The property is also located in the Los Angeles State Enterprise Zone and the City of Los Angeles Transit Priority Area. The Community Plan Map designates the site for General Commercial use with corresponding zones of C1.5, C2, C4, RAS3, and RAS4. The property is zoned C2-1VL and is limited to a Floor Area Ratio of 1.5:1. Buildings located in the 1VL Height District are limited to three stories and 45 feet in height. The exception for a building in the 1VL Height District comprised of only residential uses is only limited to 45 feet in height and not the number of stories. The proposed mixed-use project include 2,395 square feet of ground floor commercial area, thus the exemption does not apply.

The project site consists of three lots totaling approximately 16,958 square feet, with 120 feet of frontage along Vermont Avenue and 140 feet of frontage on 76<sup>th</sup> Street. For density calculation purposes, one half of the alley is included for a total square footage of 17,684 square feet. The site is currently improved with a one-story single-family dwelling and two one-story commercial structures constructed in the early 1920s. There are no known designated historic resources or cultural monuments on the subject site.

Surrounding properties are zoned C2-1VL, RD1.5-1, RD2-1, R1-1, and PF-1, and developed with commercial establishments, multi-family and single-family dwellings. The project site is located approximately 235 feet from Miller Elementary School to the south. Property to the north across from 76<sup>th</sup> Street is developed with a two-story youth community center. Properties abutting the subject site to the south are maintained with one to two-story commercial establishments. Properties across from Vermont Avenue to the west are maintained with one to two-story commercial establishments. Immediately to the east of the subject site is a 12-foot alley and one-story single family dwellings in the RD1.5-1 zone.

The project site is approximately 1,400 feet from the intersection of Vermont Avenue and Florence Avenue, a prominent intersection with several bus lines that run north and south on Vermont Avenue with connection to the Vermont/Exposition light rail station. The Metro Rapid Line 754 provides connection to the University of Southern California. The Dash Vermont/Main services multiple stops along Vermont Avenue and Main Street, with connections to Dash Southeast route and Dash Chesterfield Square route.

The proposed project is a 50-unit mixed-use building that is 48 feet in height and encompasses approximately 26,537 square feet of residential floor area and 2,395 square feet of ground floor commercial area. The project provides 26 automobile and 63 bicycle parking spaces at grade, with vehicular access off the alley to the east. Main pedestrian entrance is provided off 76th Street with commercial entries along Vermont Avenue.

The Applicant proposes to utilize Los Angeles Municipal Code (LAMC) Section 12.22 A 25 (Density Bonus) to set aside 25 units for Low Income Households. The Density Bonus Ordinance grants an increase in the permitted density in exchange for the Applicant setting aside a portion of their by-right dwelling units. The project site zoning of C2 allows for 45 residential units based on a lot square footage of 17,684. Pursuant to the Density Bonus Ordinance, the project is allowed a 35 percent increase for up to 61 dwelling units. The Applicant is requesting six (6) density bonus units. The Applicant is requesting three "on-menu" incentives in order to facilitate the provision of affordable housing at the site: (1) an increase of FAR to 3:1; (2) one additional story to increase the building to four-story and 48-feet in height in lieu of the otherwise permitted three-story and 45-feet; and (3) a twenty percent reduction in the required open space for a minimum of 4,020 square feet.

## FINDINGS

### Density Bonus/Affordable Housing Incentives Program Findings

Pursuant to LAMC Section 12.22 A.25 (e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which it does:

- a. ***The façade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the façade is not a flat surface.***

The proposed Affordable Housing project includes 26,537 square feet of residential floor area and 2,395 square feet of ground floor commercial area, and 50 residential dwelling units within four levels above grade. The proposed mixed-use development has two street-facing facades, located at the corner of Vermont Avenue and 76th Street. As shown on Exhibit A, the street facing facades will have articulation in the form of Juliet balconies and utilization of several types of materials and colors. The ground floor commercial area utilizes glass walls and storefront glazing.

- b. ***All buildings must be oriented to the street by providing entrances, windows architectural features and/or balconies on the front and along any street facing elevation.***

The proposed project has two street facing facades along Vermont Avenue and 76th Street. As depicted in the plans marked as Exhibit "A", the mixed-use building is oriented towards Vermont Avenue with multiple commercial entries. The main residential entrance is provided off 76th Street with vehicular access off the alley to the east. The Vermont Avenue facade measures approximately 121 feet and provides entrances to the commercial areas and management offices. The commercial spaces on the ground floor along Vermont Avenue are punctuated by large window openings and clear aluminum storefront glazing.

- c. ***The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).***

The proposed project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument.

- d. ***The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.***

The project is not located on a substandard street in a Hillside Area, nor is it located in a Very High Fire Hazard Severity Zone.



Pursuant to Section 12.22 A.25(c) of the LAMC, the Director shall approve a density bonus and requested incentive(s) unless the director finds that:

1. ***The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.***

The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law, or a finding under the LAMC that the incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of on-menu incentives in 12.22 A.25 was pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the density bonus on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

The zoning would permit 45 base units, calculating one unit per 400 square feet of lot area. A 35 percent Density Bonus would permit up to 61 units. The applicant is requesting 50 residential dwelling units. These units would be permitted in a four-story mixed-use building for a maximum 48 feet in height with a maximum 3:1 FAR per the current C2-1VL zone. The grant is for a total of 50-units with twenty-five (25) set aside for Low Income Households. The density bonus is utilized to increase floor area, increase building height and one additional story, and a twenty percent reduction in the required open space.

The list of on-menu incentives in 12.22 A.25 were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Department will always arrive at the conclusion that the density bonus on-menu incentives are required to provide for affordable housing costs, and that they result in identifiable and actual cost reductions to provide for affordable housing costs, because the incentives by their nature increase the scale of the project.

The proposed development provides enough low income affordable units to qualify for three incentives.

*Increased Floor Area Ratio:* The proposed project requests an increase in the Floor Area Ratio (FAR) from 1.5:1 to 3:1. The subject site is zoned C2 Height District 1VL and is permitted a maximum FAR of 1.5:1. Per the Density Bonus Ordinance, the proposed project qualifies for an increase of FAR to 3:1 as the project is located in a commercial zone in Height District 1VL and at least 80% of the proposed units are Income Restricted Affordable Units. The Applicant is proposing to build a 26,537 square feet of affordable residential development and 2,395 square feet of commercial area, resulting in an increase of 3:1 FAR. The project site is approximately 1,400 feet from the intersection of Vermont Avenue and Florence Avenue, a prominent intersection with several bus lines that run north and south on Vermont Avenue with connection to the Vermont/Exposition light rail station.

*Increased Height:* The proposed project requests an increase for one additional story and 3 additional feet to allow for 4-stories and 48 feet in building height, in lieu of the otherwise permitted 3-stories and 45 feet in building height in the C2-1VL zone. Per the Density Bonus Ordinance, the proposed project qualifies for an 11-foot height increase, resulting in a maximum height of 56 feet. The limitation on the height could limit the ability to construct the residential dwelling units permitted by-right and the Restricted Affordable Units which are of a sufficient size. The building as proposed would have a maximum height of 48 feet and would have a total of four-stories. As proposed, the additional one story would allow for the construction of the affordable residential units.

*Open Space Reduction:* The proposed project is required to provide 5,020 square feet of open space. The requested incentive allows for a twenty percent reduction of the open space requirement, for a minimum of 4,020 square feet of open space. The proposed project is providing 4,020 square feet of open space within a community room, courtyard, and deck.

The requested incentives to increase the FAR, building height/number of stories, and reduction in open space requirement are expressed in the Menu of Incentives per LAMC 12.22 A.25(f) and, as such, permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentives allows the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased. The incentive supports the Applicant's decision to set aside 25 Low Income dwelling units for 55 years.

2. ***The Incentive will have specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.***

There is no evidence that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA), pursuant to Article 19, Section 15332, Class 32. Categorical Exemption No. ENV-2017-2813-CE was issued for an in-fill development. It was determined that the proposed project does not fall within the six (6) exceptions to the Categorical Exemptions identified in the State CEQA Guidelines Section 15300.2.0

## **Housing Replacement**

With Assembly Bill 2222, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low

Income Households. Pursuant to the Determination made by the Housing and Community Investment Department (HCIDLA) dated August 15, 2017, there were no residential units built and demolished on the properties which are currently a single family residence and a commercial building within the last five years. AB 2556 (formerly AB 2222) does not apply to commercial properties nor are single family residences, therefore no AB 2556 replacement affordable units required.

### **Density Bonus Legislation Background**

The California State Legislature has declared that "[t]he availability of housing is of vital statewide importance," and has determined that state and local governments have a responsibility to "make adequate provision for the housing needs of all economic segments of the community." Section §65580, subds. (a), (d). Section 65915 further provides that an Applicant must agree to, and the municipality must ensure, the "continued affordability of all Low and Very Low Income units that qualified the Applicant" for the density bonus.

With Senate Bill 1818 (2004), state law created a requirement that local jurisdictions approve a density bonus and up to three "concessions or incentives" for projects that include defined levels of affordable housing in their projects. In response to this requirement, the City created an ordinance that includes a menu of incentives (referred to as "on-menu" incentives) comprised of eight zoning adjustments that meet the definition of concessions or incentives in state law (California Government Code Section 65915). The eight on-menu incentives allow for: 1) reducing setbacks; 2) reducing lot coverage; 3) reducing lot width, 4) increasing floor area ratio (FAR); 5) increasing height; 6) reducing required open space; 7) allowing for an alternative density calculation that includes streets/alley dedications; and 8) allowing for "averaging" of FAR, density, parking or open space. In order to grant approval of an on-menu incentive, the City utilizes the same findings contained in state law for the approval of incentives or concessions.

California State Assembly Bill 2222 went into effect January 1, 2015, and with that Density Bonus projects filed as of that date must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control (including Rent Stabilization Ordinance); or is occupied by Low or Very Low Income Households (i.e., income levels less than 80 percent of the area median income [AMI]). The replacement units must be equivalent in size, type, or both and be made available at affordable rent/cost to, and occupied by, households of the same or lower income category as those meeting the occupancy criteria. Prior to the issuance of any Director's Determination for Density Bonus and Affordable Housing Incentives, the Housing and Community Investment Department (HCIDLA) is responsible for providing the Department of City Planning, along with the Applicant, a determination letter addressing replacement unit requirements for individual projects. The City also requires a Land Use Covenant recognizing the conditions be filed with the County of Los Angeles prior to granting a building permit on the project.

Assembly Bill 2222 also increases covenant restrictions from 30 to 55 years for projects approved after January 1, 2015. This determination letter reflects these 55 year covenant restrictions.

Under Government Code Section § 65915(a), § 65915(d)(2)(C) and § 65915(d)(3) the City of Los Angeles complies with the State Density Bonus law by adopting density bonus regulations

and procedures as codified in Section 12.22 A.25 of the Los Angeles Municipal Code. Section 12.22 A.25 creates a procedure to waive or modify Zoning Code standards which may prevent, preclude or interfere with the effect of the density bonus by which the incentive or concession is granted, including legislative body review. The Ordinance must apply equally to all new residential development.

In exchange for setting aside a defined number of affordable dwelling units within a development, applicants may request up to three incentives in addition to the density bonus and parking relief which are permitted by right. The incentives are deviations from the City's development standards, thus providing greater relief from regulatory constraints. Utilization of the Density Bonus/Affordable Housing Incentives Program supersedes requirements of the Los Angeles Municipal Code and underlying ordinances relative to density, number of units, parking, and other requirements relative to incentives, if requested.

For the purpose of clarifying the Covenant Subordination Agreement between the City of Los Angeles and the United States Department of Housing and Urban Development (HUD) note that the covenant required in the Conditions of Approval herein shall prevail unless pre-empted by State or Federal law.

### **CEQA FINDINGS**

3. The project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA), pursuant to Article 19, Section 15332, Class 32. Categorical Exemption No. ENV-2017-2813-CE was issued for an in-fill development meeting the conditions described in this section.

The proposed Project qualifies for a Categorical Exemption because it conforms to the definition of "In-fill Projects" as follows:

***(a) The Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations:***

The Project is located within the South Los Angeles Community Plan area, and has a General Plan Land Use designation of General Commercial, with a corresponding zone of C2. The property is zoned C2-1VL, which allows residential uses subject to the density regulations of the R4 Zone. The R4 Zone density regulations allows up to 61 dwelling units on the Project site through the Density Bonus Ordinance. The Project meets parking, yard, and landscaping requirements, with modifications to increase FAR and building height, and reduction in open space requirements through three On-Menu incentives.

Consistent with the Community Plan, the proposed 50-unit mixed-use affordable development will provide new, affordable housing to Los Angeles' housing supply, in a neighborhood which is conveniently located to a variety of community services.

***(b) The proposed development occurs within city limits on a Project site of no more than five acres substantially surrounded by urban uses:***

The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.38 acres. The surrounding neighborhood is characterized by a mix of residential and commercial developments. Property to the north across from 76<sup>th</sup> Street is developed

with a two-story youth community center. Properties abutting the subject site to the south are maintained with one to two-story commercial establishments. Properties across from Vermont Avenue to the west are maintained with one to two-story commercial establishments. Immediately to the east of the subject site is a 12-foot alley and one-story single family dwellings in the RD1.5-1 zone.

***(c) The Project site has no value as habitat for endangered, rare or threatened species:***

The project site is situated in an established neighborhood adjacent to commercial corridors and residential developments. The subject property is currently maintained by a single family residence and commercial structures, and has no value as a habitat for endangered, rare, or threatened species.

***(d) Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality:***

The project will be subject to a variety of Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance; pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. The project is beneath the threshold criteria established by LADOT for preparing a traffic study.

***(e) The site can be adequately served by all required utilities and public services:***

The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. These utilities and public services have continuously served the neighborhood for more than 50 years. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, LED lighting, etc. As a result of these new building codes, which are required of all Projects, it can be anticipated that the proposed Project will not create any impact on existing utilities and public services through the net addition of 49 dwelling units. The project site will be adequately served by all public utilities and services given that the construction of a 50-unit residential project will be on a site surrounded by similar uses and is consistent with the general plan.

The Project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed above.

## **OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES**

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. The instant authorization is further conditioned upon the privileges being utilized within three years after the effective date of this determination and, if such privileges are not

utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

## **TRANSFERABILITY**

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

## **VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR**

The Applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the Applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

## **APPEAL PERIOD - EFFECTIVE DATE**

The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director's Determination unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at <http://planning.lacity.org>.

Planning Department public offices are located at:

**Downtown**  
Figueroa Plaza  
201 North Figueroa Street,  
4th Floor  
Los Angeles, CA 90012  
(213) 482-7052

**San Fernando Valley**  
Marvin Braude San Fernando  
Valley Constituent Service Center  
6262 Van Nuys Boulevard, Rm 251  
Van Nuys, CA 91401  
(818) 374-5050

**West Los Angeles**  
West Los Angeles Development  
Services Center  
1828 Sawtelle Boulevard, 2nd Floor  
Los Angeles, CA 90025  
(310) 231-2598

\*Please note the cashiers at the public counters close at 3:30 PM.

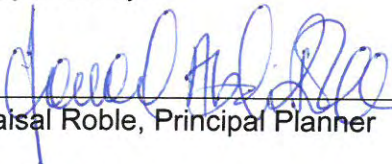
Only an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property can appeal this Density Bonus Compliance Review Determination. Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22 A.25 of the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Building in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either through the Department of City Planning website at <http://planning.lacity.org> or by calling (213) 482-7052 or (818) 374-5050. The applicant is further advised to notify any consultant representing you of this requirement as well.

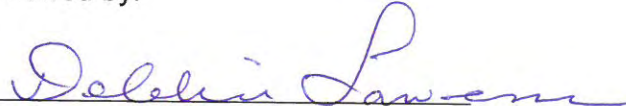
The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

VINCENT P. BERTONI, AICP  
Director of Planning

Approved by:

  
Faisal Roble, Principal Planner

Reviewed by:

  
Debbie Lawrence, AICP, Senior City Planner

Reviewed by:

  
Michelle Singh, City Planner

Prepared by:

  
Iris Wan, City Planning Associate

**DEPARTMENT OF  
CITY PLANNING**

**CITY PLANNING COMMISSION**

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RENEE DAKE WILSON  
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<http://planning.lacity.org>

September 22, 2017

**Applicant / Owner**

EAH Housing, Inc.  
Steven Spielberg  
233 Wilshire Blvd.  
Santa Monica, CA 90401

**Representative**

QES Inc.  
Eric Lieberman  
14549 Archwood Street # 308  
Van Nuys, CA 91405

**Case No.** DIR-2017-2812-DB

**CEQA:** ENV-2017-2813-CE

**Specific Plan Subarea:** South Los Angeles Alcohol Sales  
**Location:** 7600-7610 S. Vermont Avenue,  
950 W. 76<sup>th</sup> Street

**Council District:** 8 – Marqueece Harris-Dawson

**Community Plan Area:** South Los Angeles

**Land Use Designation:** General Commercial

**Zone:** C2-1VL

**Legal Description:** Lots 1, 2, 3, Block 5, McCarthy  
Company's Florence Avenue  
Heights Tract

**LETTER OF CORRECTION**

On September 12, 2017, in accordance with the procedures of Section 12.22.A.25 of the Los Angeles Municipal Code, the Director of Planning conditionally approved Case no. DIR-2017-2812-DB, a request for three Density Bonus Incentives for a mixed-use affordable housing project totaling 50 dwelling units and 2,395 square feet of commercial floor area in the C2-1VL Zone. On September 21, 2017, the Applicant contacted Planning to request a Letter of Correction regarding required rear yard and southern side yard setbacks. The Applicant has requested for the language in Condition No. 8 to be clarified in that the 7-foot southern side yard setback requirement pertains to the residential portions of the building and not the ground floor commercial uses; and that the project is not subject to a rear yard requirement.

In the original determination, the project was conditioned to provide a minimum of 16-foot rear yard setback and 7-foot southern side yard setback. Pursuant to LAMC Section 12.22.A.18.c.3, no yard requirements shall apply to the residential portions of building located on lots in the C2 zone used for combined commercial and residential uses, if such portions are used exclusively for residential uses, abuts a street, private street or alley, and the first floor of such buildings at ground level is used for commercial uses or for access to the residential portions of such buildings. The project proposes commercial uses on the ground floor, with upper levels reserved exclusively for residential uses, on a site that abuts an alley to the rear; therefore is exempt from front and rear yard setback requirements. As the ground floor is reserved for commercial uses, there are no front yard or side yard setback requirements per the underlying zone. However, the upper residential levels (second through fourth floors) are subject to side yard setback requirement to



the south of the property as this portion of the building abuts another property and ~~not~~ a street or alley.

The below correction in the yard requirements does not substantially change the project as originally reviewed and approved.

Deleted text is shown below in ~~**italicized bolded strikethrough**~~ and added text is, **underlined and bolded**.

As corrected, Condition No. 8 (page 3) of the determination would be corrected to read as follows:

8. **Setbacks.** The project shall ~~maintain a minimum of 16-foot rear yard setback and~~ provide a 7-foot southern side yard setback on the residential levels for second through fourth floors.

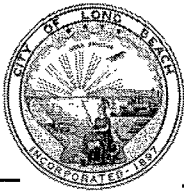
This Correction Letter serves to modify and clarify the previously approved Density Bonus Affordable Housing Incentives Determination Letter's Conditions of Approval. All other Conditions of Approval in the original Director's Determination Letter remain in force and effect.

VINCE P. BERTONI, AICP  
Director of Planning



Iris Wan  
City Planning Associate  
[iris.wan@lacity.org](mailto:iris.wan@lacity.org)  
(213) 978-1397

## THE SPARK AT MIDTOWN



# CITY OF LONG BEACH

H-1

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Blvd., 3rd Floor, Long Beach, CA 90802 (562) 570-5237

May 24, 2016

HONORABLE MAYOR AND CITY COUNCIL  
City of Long Beach  
California

## RECOMMENDATION:

Receive supporting documentation into the record, conclude the public hearing, and adopt a Resolution certifying EIR 04-15, making findings of fact, adopting a statement of overriding considerations and approving a Mitigation Monitoring and Reporting Program for the Midtown Specific Plan (State Clearinghouse No. 2015031034);

Adopt a Resolution establishing the Midtown Specific Plan, pursuant to Sections 65450-65458 of the California Government Code;

Declare an Ordinance amending the Long Beach Municipal Code by amending Division VII of Chapter 21.21, Chapter 21.25, Chapter 21.37, PD-22 (Pacific Railway Planned Development), and PD-25 (Atlantic Avenue Planned Development), and by repealing PD-29 (Long Beach Boulevard Planned Development), all relating to the Midtown Specific Plan, read the first time and laid over to the next regular meeting of the City Council for final reading; and,

Declare an Ordinance amending the Land Use District Map by amending portions of Part 9, 10, 15, and 16 of said map to reflect the establishment of the Midtown Specific Plan (SP-1), read the first time and laid over to the next regular meeting of the City Council for final reading. (Districts 1, 6)

## DISCUSSION

On April 7, 2016, the Planning Commission conducted a public hearing on the Midtown Specific Plan (Specific Plan) and formally recommended the Specific Plan to the City Council (Exhibit A – Planning Commission staff report). The Planning Commission's action is the culmination of years of strategic planning to attract investment and improve the Long Beach Boulevard corridor.

Long Beach Boulevard, once known as American Avenue, has a long history of commercial and transit-dependent development. The area was originally served by the Pacific Electric red cars from 1902 to the system's peak operation in 1927, through its ultimate decline and abandonment during the 1930s and 1940s. Long Beach Boulevard's image shifted to become a premiere destination for car purchases, services and accessories during the 1960s and 1970s. The area experienced a significant

decline in terms of activity, disinvestment and blight during the 1980s, from which it has never fully recovered. Redevelopment efforts began in the late 1980s to transform the corridor into a transit-oriented community. In 1990, the Metro Blue Line opened, returning transit service to the corridor for the first time in decades. In 1991, the City adopted PD-29 (Exhibit B – PD-29), establishing the framework for renewed investment through intensive mixed-use development along the corridor. While laudable in its goals and scope, PD-29 failed to attract the investment needed to revitalize the corridor.

In the mid-2000's, the City's focus shifted to embracing transit use and efforts began anew to focus development activity on Long Beach Boulevard. Several new affordable housing projects were built on the corridor, demonstrating the possibility of reinvestment and renewal. However, these projects required modifications to the underlying PD-29 zoning, making it evident that revisions to PD-29 would be required in order to continue to attract new investment. In May 2008, the City Council took the first step in this effort by accepting a grant from the Southern California Association of Governments (SCAG) to study land-use changes along Long Beach Boulevard between Anaheim Street and the I-405 freeway. That initial grant led to further efforts and, ultimately, the development of the Midtown Specific Plan.

The Midtown Specific Plan is proposed as the primary tool for redevelopment of "opportunity sites" along this corridor to create new transit-oriented development. Development of these opportunity sites is essential to meet the City's economic and housing production goals. Implementation of the Specific Plan through new private and public development will lead to new goods, services, and housing while improving mobility, beautifying the streets, open spaces, parks, parklets and the overall built environment.

A Specific Plan is similar to a Planned Development District (such as PD-29) in function and is specifically enabled in State planning and zoning law. Staff has prepared the Specific Plan as it provides the best mechanism to achieve the City's goals for the area. Use of a Specific Plan allows the City to provide a vision and detailed plan for a specific area, as well as to be eligible for streamlining development approvals and funding opportunities over time. It allows precise rules that are tailored for the specific location and circumstance and may vary from Citywide zoning code regulations. As part of the City Council's actions to adopt the Specific Plan, the zoning map will be revised to reflect the new Specific Plan designation, and the rules contained within the Specific Plan will be binding on all the parcels within the Specific Plan area.

The Specific Plan divides the Long Beach Boulevard corridor into four districts: transit nodes, corridors, medical district, and open space. A transit node district relates to those areas in proximity to the three Metro Blue Line stations within the Specific Plan boundaries. This district is contemplated for dense mixed-use buildings with vibrant ground floor retail uses. Density is concentrated on Long Beach Boulevard at Anaheim Street, Pacific Coast Highway and Willow Street.

Areas between these transit node districts fall within the corridor district. This district is differentiated from the transit node district by reduced intensity and the possibility of purely residential or purely commercial uses rather than mixed-use development.

The medical district includes the Long Beach Memorial Medical Center campus, as well as surrounding parcels. This district allows for intensive development of a variety of uses consistent with the concept and vision for utilizing the medical center as an anchor and spark for future development along the corridor.

The open space district includes existing open space resources at Veteran's Memorial Park, 14th Street Park and Fellowship Park. The open space district will also include future parklets and green space, as opportunities arise.

In establishing allowable uses within the Specific Plan, the goal is to transform the corridor into an attractive, walkable, mixed-use environment. The proposed mix of land uses is a major change from existing conditions. Uses such as gasoline stations, bus yards and drive-through restaurants will continue only as existing non-conforming establishments, and new locations of these auto-oriented uses will not be permitted. The proposed mix of uses are conducive to pedestrian activity, safety and new residential development. Automobile-oriented uses will continue to exist as non-conforming establishments for some time, and in the long run those uses will be allowed on Anaheim Street, Pacific Coast Highway, and Willow Street, immediately adjacent to the Long Beach Boulevard corridor.

The Specific Plan defines building standards for setbacks and street wall conditions to require buildings to line Long Beach Boulevard, contrasted with larger setbacks along Atlantic Avenue and interior streets. Minimum street wall requirements will help the corridor to establish a consistent rhythm of building mass and appearance over time. The Specific Plan also includes standards for open space, which are less demanding than the Citywide zoning code. This decision reflects the nature of urban, high-intensity development and the future availability of parklet and other amenity space. All projects are required to incrementally improve the public realm and connection to transit, as well as meet high-quality standards for design and materials.

The parking standards in the Specific Plan decrease the minimum parking requirements compared to the Citywide zoning code. The proposed parking standards continue to require more parking than in the Downtown Plan area, and considerably more parking than in similar light-rail adjacent areas elsewhere in California, such as Sacramento and Oakland. In staff's evaluation, the proposed parking standards provide more than sufficient parking to provide for future residents, employees, shoppers and visitors. Parking standards reflect the fact that some households will have one car, others will have two or more, and some will even be car free. Some trips will be made by car but other trips will be made by foot, bicycle, carpooling, rideshare services and public transit.

Implementation of the Specific Plan will occur over time through public and private sector investments. The improvements to the public right-of-way, such as parklets, bike lanes, new shade trees and public art will be pursued through competitive grants and as part of the City's Capital Improvement Program budget. It is hoped that this public investment will create the physical environment for private development to create new residential and retail opportunities in the area. Private development, in the form of new

buildings, will complement this public investment and complete public improvements immediately adjacent to their development.

### ENVIRONMENTAL REVIEW

In accordance with the California Environmental Quality Act (CEQA), a Program Environmental Impact Report (Program EIR) (Exhibit C – PEIR 04-15) was prepared. An Initial Study prepared in March 2015 determined that a Program EIR would be the appropriate level of CEQA environmental review pursuant to Section 15168 of the CEQA Guidelines. Although the legally required contents of a Program EIR are the same as for a Project EIR, Program EIRs are more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures. Use of a Program EIR allows the City, as Lead Agency under CEQA, the opportunity to consider broad policy alternatives and program-wide mitigation measures. Program EIRs are commonly used for long-range planning policy documents such as Specific Plans.

The Notice of Preparation (NOP) and Initial Study were made available for public comment during a 30-day public review and comment period that started on March 9, 2015 and ended on April 7, 2015. During this NOP comment period, the City received written comments from the South Coast Air Quality Management District (SCAQMD), the Los Angeles County Metropolitan Transportation Authority (Metro), Southern California Edison, the California Department of Transportation (Caltrans), the County Sanitation Districts of Los Angeles County, Southern California Gas, and SCAG. In addition, several written comments were submitted by the public at a scoping meeting held on March 25, 2015, at Veteran's Park. The purpose of this comment period was to allow the public and responsible agencies the opportunity to provide suggestions on the scope of analysis and environmental issues to be addressed in the EIR.

The Notice of Availability and Draft Program EIR were made available for public comment during a 45-day public review and comment period that started on January 13, 2016 and ended on February 26, 2016. During this Draft Program EIR comment period, the City received written comments from Caltrans, Metro, the Long Beach Unified School District (LBUSD), and the County Sanitation Districts of Los Angeles County. Issues raised in these comment letters addressed: potential traffic impacts to the regional transportation system; potential impacts from development occurring within 100 feet of a Metro facility and Transportation Impact Analysis requirements of the State Congestion Management Program statute; project impacts to school facilities; and, minor corrections to average daily wastewater generation and treatment quantities. All issues raised in the Draft Program EIR comment letters have been adequately addressed in the Final Program EIR, which determined that no new significant environmental impacts or issues were raised in the comment letters that would require a recirculation of the Draft Program EIR.

While mitigation measures have been proposed to reduce the level of environmental impacts, the Final Program EIR identified certain impacts that would remain significant, unavoidable, and adverse even after all feasible mitigation measures have been incorporated into the project. These environmental impacts involve short-term construction-related air quality, long-term operational-related air quality, construction-

related air quality impacts to sensitive receptors, inconsistency with the South Coast Air Basin Air Quality Management Plan (AQMP) assumptions on increases in criteria air pollutant emissions, greenhouse gas emissions, and construction related noise impacts. Due to these significant unavoidable adverse impacts, certification of this Program EIR would require approval of a Statement of Overriding Considerations that determines the project economic, legal, social, and/or technological benefits would outweigh the unavoidable adverse environmental impacts and the adverse impacts may be considered acceptable.

The Final Program EIR evaluated four alternatives to the proposed project that could feasibly meet most of the project objectives while avoiding or substantially lessening significant project impacts. The alternatives considered were the No Project/No Development Alternative, No Project/Existing Zoning Alternative, Reduced Intensity/Density Alternative, and Residential Focus Alternative. Based on the analysis provided in the Draft Program EIR, the Residential Focus Alternative was identified as the environmentally superior alternative, with several environmental issues at reduced impact levels compared with the proposed project, including construction and operational related air quality, greenhouse gas emissions, and construction noise. However, the Residential Focus Alternative would not meet two of the proposed project's guiding principles: Guiding Principle No. 3 - Providing a Sustainable Future, and Guiding Principle No. 5 - Working With and For the Community.

Certification of the Program EIR and adoption of the Midtown Specific Plan is recommended in order to refocus investment on Long Beach Boulevard and attract new development to serve commercial and residential stakeholders. Additional Findings to support the Zone Change are also attached (Exhibit D – Zone Change Findings).

In accordance with the noticing requirements of the Long Beach Municipal Code, public hearing notices were published and public hearing posters were posted within the required time frame.

This matter was reviewed by Assistant City Attorney Michael J. Mais on May 10, 2016 and by Budget Management Officer Victoria Bell on May 2, 2016.

#### TIMING CONSIDERATIONS

The Long Beach Municipal Code requires a hearing on this item by the City Council within 60 days of the Planning Commission hearing, which took place on April 7, 2016.

#### FISCAL IMPACT

The goal of the Midtown Specific Plan is to attract new investment, jobs and housing to the corridor. The exact timing or quantification of these impacts is dependent on future actions by private property owners. Any costs associated with processing future development applications would be offset by permit fees and surcharges.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



AMY J. BODEK, AICP  
DIRECTOR OF DEVELOPMENT SERVICES

AJB:LT:ck

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APPROVED:



PATRICK H. WEST  
CITY MANAGER

Attachments: Exhibit A – Planning Commission April 7, 2016 Staff Report  
Exhibit B – Existing PD-29  
Exhibit C – Draft and Final EIR 04-15 (SCH# 2015031034)  
Exhibit D – Zone Change Findings

City Council Resolutions

- 1) Resolution certifying EIR 04-15, making findings of fact, adopting a statement of overriding considerations and approving a Mitigation Monitoring and Reporting Program for the Midtown Specific Plan (State Clearinghouse No. 2015031034)
- 2) Resolution establishing the Midtown Specific Plan, pursuant to Sections 65450-65458 of the California Government Code

City Council Ordinances

- 1) Ordinance amending the Long Beach Municipal Code by amending division VII of Chapter 21.21, Chapter 21.25, Chapter 21.37, PD-22 (Pacific Railway Planned Development), and PD-25 (Atlantic Avenue Planned Development), and by repealing PD-29, all relating to the Midtown Specific Plan
- 2) Ordinance amending the Land Use District Map by amending portions of Part 9, 10, 15, and 16 of said map to reflect the establishment of the Midtown Specific Plan (SP-1)



**CITY OF LONG BEACH**

DEPARTMENT OF DEVELOPMENT SERVICES

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Long Beach, CA 90802

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April 7, 2016

**CHAIR AND PLANNING COMMISSIONERS**

City of Long Beach

California

**RECOMMENDATION:**

Recommend that the City Council certify Final Program EIR 04-15; Repeal Planned Development District 29 (PD-29); Adopt an Ordinance establishing the Midtown Specific Plan; and Approve a Zone Change from PD-29 to Midtown Specific Plan. (Districts 1 and 6)

**APPLICANT:** City of Long Beach  
Department of Development Services  
333 West Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, CA 90802  
Application No. 1503-23

**BACKGROUND**

Over the past several years staff has worked to prepare a Specific Plan to replace PD-29 with a goal of bringing new high-quality development to the transit corridor along Long Beach Boulevard. The Midtown Specific Plan is proposed as the primary tool for redevelopment of opportunity sites along this corridor to create new transit-oriented development. Development of these opportunity sites is essential to meet the City's economic and housing production goals. Implementation of the Specific Plan through new private and public development will lead to new goods, services, and housing while improving mobility, beautifying the streets, open spaces, parks, parklets and the overall built environment.

Long Beach Boulevard, once known as American Avenue, and the adjacent corridor has a long history within the City. The area, originally served by the Pacific Electric red cars from 1902 to the system's peak operation in 1927 and decline and abandonment during the 1930s and 1940s, shifted to be a premiere destination for car purchases, services and accessories during the 1960s and 1970s. The area experienced a significant decline in terms of activity, disinvestment and blight during the 1980s, from which it has never fully recovered.

Planning began during the late 1980s to transform the corridor into a transit-oriented community. In 1990 the Metro Blue Line opened and in 1991 the City adopted PD-29, establishing the broad framework for renewed investment through intensive mixed-use development along the corridor. While laudable in its goals and scope, PD-29 failed to attract the investment needed to transform the corridor.

The Planned Development District (PD) is a tool that has been widely used in the City of Long Beach over time. A Specific Plan is similar in function but is specifically enabled in State planning and zoning law. Staff has prepared the Specific Plan as it provides the best mechanism to achieve the City's goals for the area. The Specific Plan is also specifically referenced in State law regarding CEQA, as well as regional planning documents such as the Southern California Association of Governments (SCAG)'s Sustainable Communities Strategy (SCS). Use of a Specific Plan allows the City to provide a specific vision and detailed plan for a specific area, as well as to be eligible for streamlining and funding opportunities over time. It allows precise rules that are tailored for the specific location and circumstance and may vary from the citywide zoning code. Upon approval of the proposed Zone Change by the City Council, the zone map will reflect the new Midtown Specific Plan designation and the rules contained within the plan will be binding on all the parcels within the Specific Plan area.

The proposed Specific Plan seeks to learn from those lessons. The proposed plan does more than simply allow development, it rethinks the entire public realm, establishes guidelines and standards for the look, character and function of new public and private improvements. A Program Environmental Impact Report (Program EIR) will provide CEQA clearance for future development providing the development community with reduced time and entitlement risk for potential projects.

The Planning Commission held its most recent study session on this matter on March 17, 2016. At that meeting, staff provided a general overview of the Plan and the Commission received public testimony. The comments received from the public and the Commission have been addressed and are reflected in the draft Specific Plan.

### **THE PURPOSE OF THE PLAN**

The Plan presents a comprehensive approach for achieving the community's vision for a vibrant and thriving community. The vision states that Midtown will be known for its unique blend of parks, strong businesses, and transit-oriented housing. Additionally, Midtown will be an early leader in multi-modal transportation practices where a person can safely and easily travel by walking, riding a bike, catching a bus, taking a train or driving a car.

Based on this community vision, the Plan includes six primary objectives: stimulating new investment, reducing auto dependence, improving active transportation (bicycle and pedestrian) safety, promoting sustainable building, promoting active living and streamlining future project implementation. The purpose of the Plan is broad and ambitious; it seeks to transform the current auto-oriented and low-intensity uses along the transit corridor into a thriving community with high-intensity mixed use and residential uses.

Plans merely consume space on bookshelves unless they lead to actual development and change. This Specific Plan seeks to create the conditions necessary for investment and change by creating clear rules and direction not only for private investment but also for public. A visual survey of existing conditions quickly reveals that the existing public realm is not attractive for present or future users or developers. This is visually manifested in conditions that include narrow sidewalks with obstructions, a lack of shade, few places to sit or rest and a dearth of landscaping. This fact is also evidenced by the high number of vacant or under-utilized parcels, the lack of new investment into the area, the low density of the built environment relative to its adjacency to transit and the over-concentration of

automobile-related uses along a transit corridor. These are precisely the conditions the Specific Plan seeks to address and change.

Accommodating growth and providing a range of housing and employment opportunities is also an important purpose of the plan. A certain amount of population growth is forecasted and inevitable for the City of Long Beach. How and where we accommodate that growth is a critical planning decision. Providing housing in higher-intensity buildings around projects, both in Midtown and Downtown, relieves demand and removes any pressure to provide for that population growth by increasing densities within existing low-density residential neighborhoods.

### **ORGANIZATION AND CONTENTS OF THE PLAN**

Within the Specific Plan seven individual sections provide the basis and regulations for the project area. These sections include context, land use plan and development standards, mobility and streetscape, design guidelines, infrastructure, and administration and implementation. The Plan is intended to be read holistically, for example a theoretical new mixed-use development would be limited in terms of uses, open space, height, floor area (bulk), parking and setbacks under Chapter 3. That same project will also be required to include adjacent street improvements and links to bicycle and transit facilities pursuant to Chapter 4, specific design features, landscaping, signage, and lighting standards pursuant to Chapter 5 and infrastructure improvements such as storm drains to satisfy Chapter 6. Chapter 7 guides the City's procedures in processing projects and accomplishing the broad goals within the Plan.

### **PUBLIC OUTREACH, ENGAGEMENT AND VISION**

The impetus for the Midtown Specific Plan relates back to a 2007 grant-funded study under the Southern California Association of Governments (SCAG)'s Compass Blueprint program. That infill analysis and redevelopment strategy led to a 2011 effort to update PD-29 regulations. Stakeholder and neighborhood meetings began in earnest in 2012. The overall outreach included residents, property and business owners, major medical centers, social service providers, educational institutions, transit providers and other interested stakeholders.

While some divergent opinions are inevitable in a sampling of public opinion, there were eleven points of consensus among the participants. These include reducing the impacts of the street width. While the transit on Long Beach Boulevard is an asset, the resulting enormous width of the street is not. The street is not only wide, at up to 130-feet, it is bewildering and it includes long blocks with no way to cross the street mid-block. The plan seeks to resolve this issue, within the realm of possibilities, by enhancing those locations where crossings are possible, improving the overall look and condition of the sidewalk, vehicle area and medians, as well as installing parklet and green space where feasible to soften the starkness of the large street.

Stakeholders also focused on enhancing the pedestrian environment and improving bicycle access. This is accomplished through the installation of shade (as opposed to Palm) trees, adding bicycle lanes, amenities and landscaping within the right-of-way, as set forth in Chapter 4 of the Plan. The stakeholders were also passionate about changing the impression and respect of Long Beach Boulevard. As the City's namestake street, a major

travel corridor in and out of the City and a integral piece of the City's history, the Plan attempts to completely transform the environment into one everyone can be proud of. The Plan also mentions concepts such as a Business Improvement District, which while not contemplated at this time, could provide marketing, branding, clean, safe and beautiful programs in the future if the property owners along the corridor agreed to enact such an assessment district.

Participants in the outreach process also focused on increasing park space throughout the Midtown area. The public understands that finding new large areas for public parks is unlikely and financially infeasible but the Plan focuses on solutions such as creating small parklets, incorporating usable open space into new development and making the best use possible of our existing park space. Many of these improvements will be contemplated as demonstration or pilot projects consistent with the community request to show progress in the short term while also planning for the long term future.

The community requested to remain involved as the Plan is implemented, this will be particularly true as public improvements such as bike infrastructure and parks are installed. Stakeholders asked that the Plan focused on making it possible to live and work all within the same Midtown area while leveraging the existing medical center and uses. These priorities are reflected in the land use plan. Many participants also stressed the need to make Midtown safer, which the Plan attempts to do by bringing lighting and activity to the corridor, incorporating crime prevention into building and site design and improving the overall pride and "buy-in" in the area by residents and visitors. The final point of consensus was to reduce the cost of change (development), which is reflected in the streamlined approval process for projects that are consistent with the Plan.

### **DEVELOPMENT REGULATIONS**

The Specific Plan divides the midtown area into four districts: transit nodes, corridors, medical and open space. The transit node area relates to those locations in proximity to the three Metro Blue Line stations within the project area. This district is contemplated for dense mixed-use buildings with vibrant ground floor retail uses. Density is concentrated on Long Beach Boulevard and is prescribed to decrease for development on Anaheim, Pacific Coast Highway and Willow.

Areas between these transit nodes fall within the corridor district. This district is differentiated from the transit nodes by reduced intensity and the possibility of purely residential rather than mixed-use development.

The medical district includes the Long Beach Memorial campus, as well as surrounding parcels. This district allows for intensive development of a variety of uses consistent with the concept and vision for utilizing the medical center as an anchor and spark for future development along the corridor.

The open space district includes existing open space including Veterans Memorial Park, 14<sup>th</sup> Street Park and Fellowship Park. Once the Plan is implemented it will also include future parklets and green space.

In establishing uses (Table 3-2 of the Plan), the goal is to transform the Specific Plan area into an attractive, walkable, mixed-use environment. The proposed use mix is a major

change from existing conditions. Uses such as gasoline stations, bus yards and drive-through restaurants will continue only as existing non-conforming establishments and new locations will not be permitted. The proposed mix of uses are conducive to pedestrian activity, safety and new residential development. Automobile-oriented uses will continue to exist as non-conforming establishments for some time and in the long-run those uses will remain allowed on Anaheim, Pacific Coast Highway, and Willow, immediately adjacent to the Specific Plan area.

The Plan sets up a system of setback and streetwall standards that prioritize buildings brought to the street along Long Beach Boulevard contrasted with larger setbacks along Atlantic and interior streets. Minimum streetwall requirements will help the corridor to establish a consistent rhythm of building mass and appearance over time.

The Plan also includes standards for open space, which are less demanding than the citywide zoning code. This decision reflects the nature of urban high-intensity development and the future availability of parklet and other amenity space. All projects are required to incrementally improve the public realm and connection to transit, as well as meet high-quality standards for design and materials.

### **MINIMUM PARKING REQUIREMENTS**

While creating an improved pedestrian environment and encouraging travel by foot, bicycle and transit, the Specific Plan also recognizes that most individuals currently travel alone by private vehicle and many will continue to over time. As such the Plan establishes parking standards appropriate to the area.

The majority of the Specific Plan is not within the City's Parking Impacted Area map. The four census tracts surrounding the Long Beach Boulevard and Pacific Coast Highway intersection (see Exhibit F) have only 58.7 percent of residents commuting alone in their vehicle. In fact over 18.0 percent of residents in these census tracts use transit, 4.4 percent walk and 5.2 percent use a bicycle, taxi or uber/rideshare. Among those 16-24 only 51.6 percent commute by driving alone. This is consistent with national trends where fewer individuals are choosing to drive and even declining to obtain driver's licenses.<sup>1</sup> Parking per unit is also impacted by decreasing family and household size.<sup>2</sup>

The parking standards in the Specific Plan decrease the minimum parking requirements compared to the citywide zoning code. The proposed parking standards continue to require more parking than downtown (PD-30), and considerably more parking than in similar light-rail adjacent areas elsewhere in California, such as Sacramento and Oakland. In staff's evaluation the proposed parking standards provide more than sufficient parking to provide for future residents, employees, shoppers and visitors. Parking standards reflect the fact that some households will have one car, others will have two and some will even be car free. Some trips will be made by car but other trips will be made by foot, bicycle, carpooling, rideshare services and public transit.

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<sup>1</sup> Rogers, C & Nagesh, G (2016, Jan 20). Driving is losing its allure for more americans. *The Wall Street Journal*. Retrieved from <http://www.wsj.com/articles/driving-losing-its-allure-for-more-americans-1453285801> on March 20, 2016.  
<sup>2</sup> U.S. Census Bureau (2016) Current Population Survey, Annual Social and Economic Supplements, 1940 and 1947 to 2015. Figure HH-6. Retrieved from <https://www.census.gov/hhes/families/files/graphics/HH-6.pdf> on March 21, 2016.

Right sizing parking requirements is directly related to the Plan's goal of increasing investment and attracting new development. In 2012, a single underground structured parking space integrated into new development cost \$34,000.<sup>3</sup> on average. Requiring additional parking increases development costs and serves as a strong disincentive to investment. (ibid) The cost of constructing parking continues to rise at rates in excess of inflation.<sup>4</sup>

## **IMPLEMENTATION**

Implementation of the Plan will occur over time through public and private sector investments. The improvements to the public right-of-way, such as parklets, bike lanes, new shade trees and public art will be pursued through competitive grants and as part of the City's Capital Improvement Program budget. It is hoped that this public investment will create the physical environment for private development to create new residential and retail opportunities in the area. Private development, in the form of new buildings, will complement this public investment and complete public improvements immediately adjacent to their development.

## **CEQA COMPLIANCE**

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, a Program Environmental Impact Report (Exhibit C – EIR 04-15) was prepared for the proposed project. An Initial Study prepared in March 2015 determined that a Program EIR would be the appropriate level of CEQA environmental review pursuant to Section 15168 of the CEQA Guidelines. Although the legally required contents of a Program EIR are the same as for a Project EIR, Program EIRs are more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR. Use of a Program EIR allows the City, as Lead Agency under CEQA, the opportunity to consider broad policy alternatives and program-wide mitigation measures. Program EIRs are commonly used for long range planning policy documents such as Specific Plans.

The Notice of Preparation (NOP) and Initial Study were made available for public comment during a 30-day public review and comment period that started on March 9, 2015 and ended on April 7, 2015. During this NOP comment period, the City received written comments the South Coast Air Quality Management District (SCAQMD), the Los Angeles County Metropolitan Transportation Authority (Metro), Southern California Edison, the California Department of Transportation (Caltrans), the County Sanitation Districts of Los Angeles County, Southern California Gas, and the Southern California Association of Governments (SCAG). In addition, several written comments were submitted by the public at a Scoping Meeting held on March 25, 2015, at the Veteran's Memorial Park Community Room. The purpose of this comment period was to allow the public and responsible agencies the opportunity to provide suggestions on the scope of analysis and environmental issues to be addressed in the EIR.

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3 Shoup, D (2014) The high cost of minimum parking requirements. *Transportation and Sustainability*. Volume 5, 87-110. Retrieved from <http://shoup.bol.ucla.edu/HighCost.pdf> on March 20, 2016.

4 Cudney, G (2015, July) Parking Structure Cost Outlook for 2015. *Carl Walker*. Retrieved from <http://www.carlwalker.com/wp-content/uploads/2015/07/Carl-Walker-2015-Cost-Article.pdf> on March 20, 2016.

The Notice of Availability (NOA) and Draft Program EIR were made available for public comment during a 45-day public review and comment period that started on January 13, 2016 and ended on February 26, 2016. During this Draft Program EIR comment period, the City received written comments from Caltrans, Metro, the Long Beach Unified School District (LBUSD), and the County Sanitation Districts of Los Angeles County. Issues raised in these comment letters addressed potential traffic impacts to the regional transportation system (Caltrans), potential impacts from development occurring within 100 feet of a Metro facility and Transportation Impact Analysis requirements of the State Congestion Management Program (CMP) statute (Metro), project impacts to school facilities (LBUSD), and minor corrections to average daily wastewater generation and treatment quantities (County Sanitation Districts). All issues raised in the Draft Program EIR comment letters have been adequately addressed in the Final Program EIR, which determined that no new significant environmental impacts or issues were raised in the comment letters that would require a recirculation of the Draft Program EIR.

While mitigation measures have been proposed to reduce the level of environmental impacts, the Final Program EIR identified certain impacts that would remain significant, unavoidable, and adverse even after all feasible mitigation measures have been incorporated into the project. These environmental impacts involve short-term construction related air quality, long-term operational related air quality, construction related air quality impacts to sensitive receptors, inconsistency with the South Coast Air Basin Air Quality Management Plan (AQMP) assumptions on increases in criteria air pollutant emissions, greenhouse gas emissions, and construction related noise impacts. Due to these significant unavoidable adverse impacts, certification of this Program EIR would require approval of a Statement of Overriding Considerations that determines the project economic, legal, social, and/or technological benefits would outweigh the unavoidable adverse environmental impacts and the adverse impacts may be considered acceptable.

The Final Program EIR evaluated four Alternatives to the proposed project that could feasibly meet most of the project objectives while avoiding or substantially lessening significant project impacts. The Alternatives considered were the No Project/No Development Alternative, No Project/Existing Zoning Alternative, Reduced Intensity/Density Alternative, and Residential Focus Alternative. Based on the analysis provided in the Draft Program EIR, the Residential Focus Alternative was identified as the environmentally superior alternative, with several environmental issues at reduced impact levels compared with the proposed project, including construction and operational related air quality, greenhouse gas emissions, and construction noise. However, the Residential Focus Alternative would not meet two of the proposed project's guiding principles: Providing a Sustainable Future (Guiding Principle No. 3) and Working With and For the Community (Guiding Principle No. 5).

The preparation and public availability of this Program EIR has been done in compliance with the provisions of CEQA and the CEQA Guidelines, and staff therefore recommends that the Planning Commission recommend the City Council certify Program EIR 04-15.

### **RECOMMENDATION**

Staff recommends that the Planning Commission recommend the City Council certify the Program EIR (Exhibit C) and adopt the accompanying mitigation monitoring and reporting plan with associated findings (Exhibit E). Staff recommends that the Planning Commission

recommend the City Council adopt the Midtown Specific Plan to replace PD-29 and adopt the associated findings (Exhibit D).

### **GENERAL PLAN CONSISTENCY**

The Midtown Specific Plan is compatible with the general goals, policies and designations within the City's General Plan Land Use Element. The existing General Plan Land Use Element identifies the Specific Plan area for mixed-use, commercial, residential, medical and open-space/recreation uses (LUE map grid 9 & 15). These uses are consistent with Table 3-2 which establishes permitted uses in the Specific Plan. Land Use Element goals are also advanced by the proposed Specific Plan, including: economic development, new housing construction, affordable housing, and functional transportation (LUE p. 17-19). The Plan is also consistent with the Land Use Element generalized concept of redirecting and concentrating commercial facilities in significant centers and along major arterials accommodating higher density housing (LUE p.49).

The Plan and Program EIR identify structures of historic significance and those that require further future study consistent with the Historic Preservation Element of the General Plan. The Plan focuses on enhancing existing open space and creating new open space opportunities through private open space, plaza and event space, parklets and flexible space. This is consistent with the Open Space Element goals of adding recreation open space and recreation facilities in the areas of the City that are most underserved (OSE see Goal 4.3 at p. 25), increasing recreation resources and supplement publicly owned recreation resources with privately owned recreation resources (OSE Goal 4.6), and assuring General Plan and zoning protections for open space (OSE Policy 4.4).

Implementation of the Specific Plan will result in new housing opportunities for all types of families, consistent with the Housing Element Goal 4 of providing increased opportunities for the construction of high-quality housing (HE p. 104). Housing Element policy 4.5 explicitly targets transit corridors for new housing, as well as policies 5.3 and 5.4 which relate to flexible zoning and streamlined approval processes (HE p. 105). Likewise, the Specific Plan focuses on facilitating live, work and play by foot, bicycle and transit. These efforts will eliminate vehicle trips and reduce vehicle miles traveled consistent with the City's Air Quality Element (AQE p.7) and the Mobility Element goal of creating an efficient, balanced, multimodal mobility network (ME p. 72).

The Specific Plan area is not within the Coastal Zone, is not a scenic route or highway, and does not contain significant mineral resources, therefore the Conservation, Scenic Routes and LCP General Plan elements do not apply. The Plan does include provisions for lighting and increasing activity to promote public safety consistent with the Public Safety Element goal of promoting the redevelopment of areas, which may present safety problems. (PSE p.14). New projects will also meet current seismic safety regulations consistent with Seismic Safety Element goal of providing a safe urban environment (SE p.9).

The proposed Specific Plan is also consistent with the proposed update to the Land Use Element and Urban Design Element. Those draft documents propose the project area as transit-oriented development with greater intensity around the individual blue-line stops.

The proposed zone change is not only consistent with the General Plan, it is consistent with the findings laid out in Municipal Code Section 21.25.106 and articulated in Exhibit D.





## LONG BEACH BOULEVARD PLANNED DEVELOPMENT DISTRICT (PD-29)

### I. INTENT

The intent of PD-29 is to promote the economic and aesthetic revitalization of a distressed urban corridor. Generally, this corridor includes the property located along Long Beach Boulevard between Wardlow Road and 7th Street. Exhibit "A" shows the exact boundaries of this PD district. This ordinance is intended to encourage:

- A. Assemblage of small lots into sites large enough to ensure an appropriate level of economic utilization;
- B. Development of quality commercial, residential, institutional and light industrial projects which are compatible with viable neighboring uses;
- C. Types of uses and levels of intensity that will take advantage of the light rail service and augment the cost-effectiveness of that service; and
- D. A pattern of development that will enhance the physical and visual quality of the Boulevard, thereby contributing to its economic viability and the viability of the downtown and the City as a whole.

### II. DEVELOPMENT REVIEW PROCEDURES

#### A. Procedures

The PD-29 area is unique in that there are two agencies, the Planning Bureau and the Redevelopment Agency, which play a role in reviewing and permitting development proposals.

In reviewing and approving development plans and discretionary permits in the PD area, the City Council, Planning Commission, Redevelopment Agency and/or Site Plan Review Committee shall be guided by the following:

- 1. The goals and policies of the General Plan;
- 2. The Redevelopment Plan;
- 3. The Redevelopment Agency Design Review Process;
- 4. The development and use standards set forth by the Planned Development Ordinance; and
- 5. The procedures, development and use standards set forth in Title 21 Zoning of the Long Beach Municipal Code.

**B. Site Plan Review Process**

1. Applicability.

Site Plan Review is required for all non-residential projects consisting of 1,000 square feet or more of new construction (including additions to existing buildings) and for residential projects consisting of 5 units or more of new construction.

**C. Conditional and Administrative Use Permits**

Divisions I and IV of Chapter 21.25 of the Long Beach Municipal Code establish the procedures for uses requiring a Conditional Use Permit or an Administrative Use Permit. In addition to the findings set forth in Division II & IV of Chapter 21.25 of the Long Beach Municipal Code, no Conditional Use Permits (CUP) or Administrative Use Permits (AP) shall be approved unless all of the following findings are made:

1. The use is consistent with the intent of the General Plan and Redevelopment Plan for this area, and is consistent with this PD ordinance;
2. The use is compatible with viable adjacent land uses and will not result in any significant negative impacts on surrounding properties;
3. The use supports neighborhood revitalization;
4. The site improvements will contribute to the streetscape or visual quality along the Long Beach Boulevard corridor; and
5. The use strengthens the economic base of the Long Beach Boulevard Planned Development District.

**D. Appeal.**

The applicant or aggrieved person may appeal any decision made by the Planning Commission, Site Plan Review Committee or Zoning Administrator. Such appeal shall be processed in accordance with provisions set forth by Division V of Chapter 21.21 of the Long Beach Municipal Code.

**III. ESTABLISHING SUBAREAS WITHIN THE PD-29 DISTRICT**

The following five subareas are established within the Long Beach Boulevard Planned Development District:

## Long Beach Boulevard Planned Development District (PD-29)

- A. Subarea 1a –Area between Wardlow Road and the San Diego (405) Freeway. The intent for this subarea is to encourage the development of commercial uses that take advantage of the convenient freeway access, yet is compatible with surrounding residential uses. Special design attention shall be provided along Elm Avenue. In-fill development is encouraged.
- B. Subarea 1 (Memorial North) - Area between the 405 Freeway and 27th Street.  
The intent for this subarea is to encourage the continued development of commercial and residential "medical support" uses, especially uses that are complimentary to the function of Memorial Medical Center. In-fill development with medical-related uses that are compatible with multiple family housing, and multiple family housing will be encouraged.
- C. Subarea 2 (Willow Node) - Area between 27th Street and 25th Street.  
The intent for this subarea is to encourage a high intensity retail commercial node which will serve as the northern development anchor of this corridor. Multi-family residential development is also encouraged because of the proximity to the light-rail station.
- D. Subarea 3 (North Corridor) - Area between 25th Street and 21st Street.  
The intent for this subarea is to allow small scale institutional and commercial uses, and multiple-family residential. Along the Boulevard frontage, quality multiple family residential uses and residentially-compatible commercial uses are encouraged.
- E. Subarea 4 (Central Corridor) - Area between 21st Street and 14th Street.  
The intent for this subarea is to encourage and increase employment opportunities by allowing more intense commercial and institutional uses, and clean light industrial uses. Appropriate buffers should be provided separating these uses from adjacent residential neighbors. In-fill development and residential land uses are also encouraged due to proximity to the light-rail stations.
- F. Subarea 5 (St. Mary & Downtown Adjacent) - Area between 14th Street and 7th Street.  
The intent for this subarea is to encourage a mix of living, shopping, and working opportunities. The Anaheim Node and St. Mary medical related commercial will serve as the southern development anchor of this corridor. Due to the proximity to the downtown, more dense and urban developments which consist of mixed uses should be encouraged. All projects should be designed to create the best possible environment for the pedestrian.

#### IV. LAND USES

##### A. Uses.

PD-29 Use Table (attached hereto as Exhibit "B") indicates the type of uses: permitted (Y), not permitted (N), permitted with a Conditional Use Permit (CUP), permitted with an Administrative Use Permit (AP), permitted as a temporary use (T), or permitted as an accessory use (A) in each subarea of the PD-29 district, subject to all development review and other procedures and conditions set forth for such uses in this ordinance.

##### B. Prohibited Uses

Any use not specified in the PD-29 Use Table of this Planned Development Ordinance shall be considered a prohibited use.

##### C. Temporary and Accessory Uses

Temporary and accessory uses are allowed in this PD area to the same extent as they are allowed by the Zoning Regulations for Commercial Districts.

##### D. Legal Non-Conforming Uses

Non-conforming uses may be continued in accordance with the "Nonconforming Use" provision of the Zoning Regulations (Chapter 21.27) except that nonconforming rights will be extended as follows:

In order to enhance the economic recovery of the Long Beach Boulevard Corridor and to avoid the loss of legal non-conforming use status because of prolonged abandonment resulting from economic hard-times, all nonconforming rights to a use existing on the effective date of this ordinance shall not be deemed lost if the use is abandoned for less than 24 months. This extension of rights shall be terminated on December 31, 1999.

Starting January 1, 2000, all non-conforming rights shall be continued in accordance with the "Nonconforming Use" provision of the Zoning Regulations (Chapter 21.27).

#### V. DESIGN GUIDELINES AND DEVELOPMENT STANDARDS

##### A. Intent.

Design guidelines and development standards address the exterior appearance of buildings and how they interact visually, and functionally with the public environment. Their intent is to provide sufficient flexibility and guidance to encourage exceptional design quality while preventing poor design.

They are intended for use by both private and public interests as they plan and design new projects, and by the City as a basis for design review and evaluation during the approvals process.

**B. Design Guidelines.**

The realization of the urban design character of the Long Beach Boulevard Planned Development District, and particularly of the "nodes", requires adherence to design guidelines. The guidelines endeavor to establish a physical framework within which individual projects can be designed to contribute to a coherent whole. These guidelines are:

1. Standards for construction or use in the Planned Development District should reflect quality design. Architectural continuity along the Boulevard is desired not through the incorporation of a single design style, but rather through consistency in the quality of design, workmanship, and materials utilized.
2. Building facades should utilize substantial articulation and detailing. Architectural details should be consistent in style, scale, materials, and quality throughout each development.
3. The streetscape should be enhanced by store front windows, awnings, balconies, building entries or by attractive landscaping. Corners of buildings, particularly those at street corners and major entrances, should be articulated vertically. Blank walls facing major streets without significant architectural treatments should be avoided.
4. The "nodes" should be designed as the focal points of the Boulevard which encourage pedestrian activity and provide special treatments for public spaces. Installation of special decorative paving materials, fountains, public arts, outdoor seating, and landscaping, and provision of retail plazas as well as public and semi-public spaces are encouraged.
5. New development and uses should contribute to a visual upgrading of the Long Beach Boulevard corridor and be compatible with viable surrounding uses.
6. All residential development should be designed to provide a quality urban living environment with adequate usable open space, adequate storage space, an adequate amount of natural light and natural ventilation, and security provisions.
7. Higher density and intensity development is especially encouraged around the Metro Blue Line stations.

**C. Development Standards.**

1. Setbacks.

a. Setbacks from a public street:

i. Subarea 1a:

Buildings - 10 feet

Surface Parking - 10 feet

ii. Subareas 1, 2, 3, & 4:

Buildings/Parking Structures - 10 feet.

Surface Parking - 5 feet.

iii. Subarea 5:

Buildings - No setback requirement.

Surface Parking/Parking Structures - 5 feet.

Through the Site Plan Review process, the setback requirement may be reduced by the PD-29 Site Plan Review Committee or the Planning Commission if it finds that the reduced setback will not impact the streetscape due to the building design.

b. Interior setbacks adjacent to a non-residential district property: 5 feet.

The required setback can be reduced to zero (or 6 inches) if the building is to be attached to an existing building located on the abutting property.

c. Interior setbacks adjacent to a residential district property:

i. Buildings: 20 feet.

ii. Surface parking: 5 feet.

d. Setback from the abutting alley: 10 feet from the center line of the abutting alley.

2. Maximum Building Height.

a. Subarea 1a: 50 feet (measuring from Long Beach Boulevard curb height) except along Elm Avenue shall be reduced to 20 feet for a width of 30 feet along the entire property line.

## Long Beach Boulevard Planned Development District (PD-29)

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- b. Subareas 1, 3 & 4: 50 feet.
- c. Subareas 2 & 5: 150 feet.

Exceptions to the height limitation up to 20% of the maximum height may be granted by the Planning Commission through the site plan review process subject to findings related to the overall project design.

- 3. Floor Area Ratio: No limit.
- 4. Lot Coverage: No limit.
- 5. Parking.

- a. Required Parking. The required parking and loading area shall be provided in accordance with the standards set forth in Chapter 21.41 of the Zoning Regulations (Off-street parking and loading requirements).
- b. Parking Reduction through the Site Plan Review process. For non-residential projects, the required number of parking spaces may be reduced by the PD-29 Site Plan Review Committee or the Planning Commission where a development is less than 600 foot from a light-rail station, and a parking study can demonstrate that such a use will generate less parking demand due to the proximity to the rail station.
- c. Parking Reduction through the Administrative Use Permit process. Through the Administrative Use Permit process, the required number of parking spaces may be reduced (up to 20% of the required parking) if a parking study can demonstrate that such a use will generate less parking due to the use of a joint parking facility or other parking management program.

- 6. Development Standards for Residential Developments.

All residential development shall comply with the density and development standards indicated as follows:



**Long Beach Boulevard Planned Development District (PD-29)**

<b>STANDARDS</b>	<b>SUBAREAS 1, 3 &amp; 4</b>	<b>SUBAREAS 2 &amp; 5</b>
Density	Same as R-4-N	Same as R-4-U
Maximum Building Height	Per PD-29	Per PD-29
Setbacks -Street & rear	Per PD-29	Per PD-29
-Interior side Property line	10% of lot width but not more than 10'	10% of lot width but not more than 10'
Buffers	Same as R-4-N	Same as R-4-U
Courtyard	Per Sec. 21.31.242	Per Sec. 21.31.242
Lot Coverage	No limit	No limit
Usable Open Space	Same as R-4-N	Same as R-4-U
Privacy Standards	Windows shall not be overlapping with windows of facing units	Windows shall not be over-lapping with windows of facing units

7. Industrial Related Uses (Subarea 4).

- a. Fence Required: An 8 foot masonry wall shall be constructed separating the industrial use from the abutting residential use.
- b. Limited vehicular access: If the property is located across an alley or a street from a residential zoned property, no truck traffic shall be permitted to have an access from the site to the abutting alley or residential street.
- c. Retail uses: A retail outlet or a showroom for the products being manufactured is encouraged to be provided on the site.
- d. Limited to existing structures: Industrial uses shall be allowed only in structures existing upon the effective date of this ordinance.

8. Limited Vehicular Access to Elm Avenue (Subarea 1a):

For all parcels of land located within Subarea 1a, where a site has a street frontage other than Elm Avenue, no vehicular access shall be allowed from the site to Elm Avenue except for emergency vehicles only.

9. Screened Mechanical Equipment.

All mechanical equipment shall be screened. Screening of mechanical equipment shall be integrated with the design of the building. All public utilities shall be placed underground.

10. Trash and Recycling Receptacles.

Adequate trash and recycling receptacles shall be provided to accommodate all refuse generated on a site. Trash receptacles shall not be visible from a public street and shall be integrated with the design of the building. The location of trash and recycling receptacles shall be shown on the site plan.

11. Landscaping.

a. Special Treatments at Nodes.

At the major street intersections, especially at the Anaheim Node, installation of special decorative paving materials, fountains, public arts, outdoor seating, and landscaping are encouraged.

b. Street Front Setback Area.

i. Trees. Trees shall be planted within the street front setback area. These trees shall be planted with one tree (24" box) per each 25-linear feet of street frontage.

ii. Shrubs. Within the street front setback area, a minimum of 3 shrubs for each tree shall be provided. These shrubs shall be a minimum of 5-gallon in size.

iii. Groundcover. All ground surface within the street front setback area shall be covered with groundcover.

c. Yard areas other than required street frontage.

i. Trees: One tree (24" box) for each 125 sq. ft. of yard area.

ii. Shrubs: Three shrubs (5-gallon) for each 125 sq. ft. of yard area.

12. Fences and Garden Walls.

Within the required street frontage setback area, no fence exceeding 3 feet in height shall be permitted.

13. On-premise Signs.

On-premise signs are permitted subject to the requirements of Chapter 21.44 (Signs) of the Long Beach Municipal Code.

14. Right-of-way Dedications and Improvements.

Public right-of-way shall be dedicated and improved as required by Chapter 21.47 (Street improvements) of the Long Beach Municipal Code.

**15. Performance Standards for Automobile Sales Businesses**

The purpose of this Section is to ensure that automobile dealerships do not create an adverse impact on adjacent properties and surrounding neighborhoods by reason of insufficient on-site customer and employee parking, traffic generation, including road testing of vehicles, obstruction of traffic, visual blight, glare, noise, fumes, or drainage runoff. The following special conditions shall apply to automobile sales and shall supersede Section 21.45.140 (Special Development Standards - Outdoor display for sale or rent (vehicles, equipment, garden supply, or building material)) of the Long Beach Municipal Code:

- a. **Applicability.** All newly established automobile dealerships shall comply with the property development standards for the subarea in which it is located and with this Section. Existing automobile sales businesses in subareas 1a, 2 and 5 are subject to restrictions in Section 21.27.010 (Nonconformities) of the Long Beach Municipal Code. Existing automobile dealerships in subareas 1, 3 and 4 shall comply with this Section when seeking any of the following:
  1. Expansion of existing building area or construction of a new structure.
  2. Expansion of the land area on which the dealership is located, whether by purchase, lease, business combination (two (2) adjacent businesses are combined) or similar method.
  3. Any remodel (50 percent of linear walls) of the existing building.
- b. **Conditional Use Permit Required.** A Conditional Use Permit shall be obtained pursuant to Chapter 21.25 (Specific Procedures) of the Long Beach Municipal Code.
- c. **Site Plan Review Required.** An application for Site Plan Review shall be approved pursuant to Chapter 21.25 (Specific Procedures) of the Long Beach Municipal Code.
- d. **Minimum Lot Size.** The minimum lot size for any newly established automobile dealership shall be 20,000 square feet.
- e. **Showroom/Accessory Office.** A minimum showroom/accessory office area building of 1,000 square feet is required, however, as to dealerships in existence on the effective date of this ordinance, the 1,000 square feet requirement for showroom/accessory office are may be waived subject to the approval of the Director of Planning and Building.

## Long Beach Boulevard Planned Development District (PD-29)

- f. **Parking and Vehicle Storage.** Employee and customer parking shall be provided at no charge. The number of on-site parking spaces, paving and striping shall comply with Chapter 21.41 (Off-Street Parking and Loading Requirements) of the Long Beach Municipal Code. Areas designated for employee and customer parking shall not be used for vehicle storage or display. Rooftop storage of vehicles is permitted.
- g. **Screening.** A six-foot, six-inch (6'-6") solid fence or wall and a five-foot (5') wide landscaping buffer shall be provided along any property line abutting a residential use.
- h. **Landscaping.** A minimum five-foot (5') landscape buffer shall be provided along the street frontage perimeter of all vehicle display areas. Applicable setback requirements shall be expanded to require a minimum five-foot (5') landscaped buffer to any adjacent residential district.

All parking areas not used for automobile display shall be subject to the parking lot screening requirements of Chapter 21.42 (Landscaping) of the Long Beach Municipal Code.

- i. **Sustainable Materials.** The developers shall use sustainable materials when feasible and to the satisfaction of the Director of Planning and Building.
- j. **Lighting.** Security lighting shall be provided to the satisfaction of the Long Beach Police Department. Fixtures shall be placed and designed in such a manner as to prevent light intrusion on adjacent properties.
- k. **Loading and Unloading of Vehicles.** Loading and unloading of vehicles is permitted only in accordance with this subsection.
  - 1. Loading and unloading of vehicles are limited to the hours of seven (7) a.m. to seven (7) p.m. Monday through Saturday, excluding legal holidays.
  - 2. Off-loading shall be on-site or off-site, subject to the approval of the City Traffic Engineer. Loading and unloading shall not block the ingress or egress of any adjacent property.
- l. **Storage of Vehicles to Be Repaired.** No vehicles to be repaired shall be parked or stored on any public street or alley.
- m. **Repair of Vehicles.** All repair work shall occur within a fully enclosed building.

## Long Beach Boulevard Planned Development District (PD-29)

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- n. Queuing of Vehicles. An adequate on-site queuing area for service customers shall be provided. On-site driveways may be used for queuing, but may not interfere with access to required parking spaces.
- o. Test Driving. Test-driving shall not be done on residential streets or alleys. For the purposes of this subsection, streets, which are designated by the City as major or minor arterial streets, shall be permissible areas for test-driving. Each dealership operator shall have an affirmative obligation to inform all its personnel of this requirement and to ensure compliance with it.
- p. Circulation. The location of entries and exits from automobile dealerships shall be located as far away from adjacent residential properties as is reasonably feasible and shall be directed to commercial streets and away from residential areas by means of signage and design. If the vehicle storage structure has multiple levels, the interior circulation system between levels shall be internal to the building and shall not require use of public ways or externally visible or uncovered ramps, driveways or parking areas. No arrangement shall be permitted which requires vehicles to back into an alley or other public way.
- q. Noise Control.
  - 1. The use of outdoor speakers are prohibited.
  - 2. All noise-generating equipment shall be located within a building and shall be muffled with sound absorbing materials to minimize noise impacts on adjacent properties.
- r. Toxic Storage and Disposal.
  - 1. Gasoline storage tanks shall be constructed and maintained under the same conditions and standards that apply for service stations.
  - 2. There shall be full compliance with the terms and conditions of all City laws relating to the storage and disposal of toxic chemicals and hazardous wastes.
- s. Signage. All signage shall substantially comply with the Title 21 of the Long Beach Municipal code and Central Long Beach Design Guidelines.

- t. Amortization. Any automobile sales business as defined in Section 21.15 which was lawfully in existence as of the effective date of this ordinance which does not comply in whole with the performance standards for automobile sales businesses as set forth in Subsection 15 of Section C of this ordinance shall be regarded as a non-conforming use. Such non-conforming use may be continued for a period of two (2) years after the effective date of this ordinance. After the expiration of said two (2) year period, all non-conforming automobile sales businesses shall be required to apply for and obtain a Conditional Use Permit in accordance with Chapter 21.25 of the Long Beach Municipal Code. Application for said Conditional Use Permit shall be filed with the City at least 90 days, but no more than 180 days, prior to the expiration of the above referenced two (2) year period. At any hearing to obtain a Conditional Use Permit, the City shall require, to the extent reasonably feasible, that the automobile sales business comply with the performance standards for automobile sales businesses as set forth in Subsection 15 of Section C of this ordinance. All non-conforming automobile sales businesses that fail to apply for or receive a Conditional Use Permit within the time parameters set forth herein shall be terminated.

**D. Through-Block Development**

All uses other than through-block development shall comply with the use and development standards applicable to the underlying zoning district.

A through-block development is permitted for the area located within PD-29 where the development site abuts, or adjoins properties fronting on Long Beach Boulevard, Willow Street, Pacific Coast Highway, Anaheim Street or 7th Street, provided that such a development proposal complies with the following conditions:

1. The minimum lot size shall be 22,500 sq. ft.;
2. The proposed site shall be developed as a unified site with the abutting or adjoining property fronting on Long Beach Boulevard, Willow Street, Pacific Coast Highway, Anaheim Street or 7th Street;
3. Uses permitted in a through-block development shall be the same as those on the abutting or adjoining property fronting on Long Beach Boulevard, Willow Street, Pacific Coast Highway, Anaheim Street or 7th Street with which the site is being developed;
4. The site plan shall be approved by the Planning Commission through the Joint Review Authority reviewing process;

## **Long Beach Boulevard Planned Development District (PD-29)**

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5. Sites developed facing or adjacent to residential zoned property shall be designed to be visually compatible with the residential uses, and shall not impose significant environmental impacts such as noise, glare, or traffic impacts; and
6. The entire site shall lie within the boundaries of PD-29.

Long Beach Boulevard Planned Development District (PD-29)

PD-29 USE TABLE							
Uses	Subarea 1a	Subarea 1	Nodes Subareas 2 & 5	Subarea 3	Subarea 4	Comments	
ALCOHOLIC BEVERAGE SALES	EXP	EXP	EXP	EXP	EXP	Note: For alcoholic beverage sales exempted from the CUP process, see footnote #1.	
On/Off-premise sales qualified for exemption							
All other on/off-premise sales more than 500' from a district allowing residential uses	Y	Y	Y	Y	Y		
All other on/off premise sales less than 500' from a district allowing residential uses	C	C	C	C	C	Note: The concentration of existing ABC licenses & the area crime rate are factors considered in reviewing applications for alcohol sales.	
AUTOMOBILE (VEHICLE) USES	AP	AP	AP	AP	Y	Note: Mobile license shall be prohibited	
Auto Detailing/Car Wash							
Gasoline Sales	Y	Y	AP	Y	Y		
General Auto Repair (body work, painting, etc.)	N	C	N	C	AP	Note: All outdoor display, storage, service & repair of vehicles is (See Section 21.45)	
Minor Auto Repair, Tune Up & Lube, Smog Test	C	AP	N	AP	Y		



Long Beach Boulevard Planned Development District (PD-29)

PD-29 USE TABLE							
Uses	Subarea 1a	Subarea 1	Nodes Subareas 2 & 5	Subarea 3	Subarea 4	Comments	
Motorcycle/Jet Ski Sales & Repair	C	Y	AP	AP	Y		
Parking Service - principal use	Y	Y	Y	Y	Y		
Recreational Vehicle Storage	N	N	N	N	N		
Rental Agency (does not include repair)	Y	Y	Y	Y	Y		
Sales, New Cars (sales of parts & minor/major repair, excluding body repair & painting, are permitted as accessory uses)	N	C	N	C	C		
Sales, Used Cars (only minor auto repair shall be permitted as an accessory use)	N	C	N	C	C		
Towing	A	A	A	A	A		
Vehicle Parts (with installation); Tire Store	C	AP	N	AP	AP		
Vehicle Parks (w/o installation)	AP	Y	Y	Y	Y		
BILLBOARDS	N	N	N	N	N		
BUSINESS OFFICE SUPPORT	Y	Y	Y	Y	Y		

Long Beach Boulevard Planned Development District (PD-29)

PD-29 USE TABLE

Uses	Subarea 1a	Subarea 1	Nodes Subareas 2 & 5	Subarea 3	Subarea 4	Comments	
ENTERTAINMENT							
Amusement Machines (4 or fewer)	A	A	A	A	A	Note: Entertainment licenses require approval from the City Council	
Arcades	N	N	C	C	C		
Computer Arcades	N	N	C	C	C		
Dancing (accessory use)	C	C	A	A	A		
Hall Rental	N	N	AP	AP	AP		
Live or Movie Theater	N	N	Y	Y	Y		
Mock Boxing or Wrestling	N	N	C	C	C		
Pool Tables (up to 3 tables)	A	A	A	A	A		
Private Club, Social Club, Night Club	N	N	Y	Y	Y		
Restaurant with Entertainment	Y	Y	Y	Y	Y		
Other Entertainment Uses (bowling alley, skating rink, miniature golf, tennis club)	C	C	AP (Subarea 2) C (Subarea 5)	AP	AP		
FINANCIAL SERVICES							
Bank, Credit Union, Saving & Loan (without drive-thru window)	Y	Y	Y	Y	Y		
Bank, Credit Union, Saving & Loan (with drive-thru window)	AP	AP	AP	AP	AP		
Check Cashing	AP	AP	AP	AP	AP		

Long Beach Boulevard Planned Development District (PD-29)

PD-29 USE TABLE									
Uses	Subarea 1a	Subarea 1	Nodes Subareas 2 & 5	Subarea 3	Subarea 4	Comments			
All Financial Services Not Listed	AP	AP	AP	AP	AP				
INSTITUTIONAL USES									
Church or Temple	C	AP	C	AP	AP				
Fire/Police Stations, Community Center/Cultural (Public Sponsored)	N	Y	Y	Y	Y				
Convalescent Hospital or Home	Y	Y	C	Y	N				
Daycare or Pre-school	Y	Y	Y	Y	Y				
Elementary or Secondary School	C	Y	Y	Y	Y				
Industrial Arts Trade School or Rehab. Workshop	C	Y	AP	Y	Y				
Mortuary	C	C	C	Y	Y				
Parsonage	A	A	A	A	A	Note: Accessory to church or temple			
Professional School/ Business School	Y	Y	Y	Y	Y				
Social Service Office (w/o food distribution)	AP	AP	Y (Subarea 2) C (Subarea 5)	Y	C				
Social Service Office (with food distribution)	N	C	C	C	C				
Other Institutional Uses	AP	AP	AP	AP	AP				

Long Beach Boulevard Planned Development District (PD-29)

PD-29 USE TABLE

Uses	Subarea 1a	Subarea 1	Nodes Subareas 2 & 5	Subarea 3	Subarea 4	Comments
PERSONAL SERVICES						
Basic Personal Services (barber/beauty shop, diet center, dog/cat grooming, dry cleaner, locksmith, mailbox rental, nail/ manicure shop, repair shop for small appliances/ bicycles/electronic equipment, tailoring, shoe repair, tanning salon, travel agent or veterinary clinic)	Y	Y	Y	Y	Y	
Catering, Party Counseling (w/o trucks)	Y	Y	Y	Y	Y	
Fitness Center/Heath Club, Dance/Karate Studio	Y	Y	Y	Y	Y	
Fortune-telling	N	N	N	C	C	
Gun Repair Shop	C	C	C	C	C	
Laundromat	AP	AP	AP	Y	Y	
Massage	A	A	A	A	A	
Recycling Center	N	N	N	N	N	
Recycling Collection Center for cans & bottles (staff attended)	N	N	N	N	N	
Recycling Containers for cans and bottles	A	A	A	A	A	Note: Accessory to Grocery Store only
Repair Shop (stove, refrigerator, upholstery, lawn mowers, etc.)	C	C	N	AP	Y	

Long Beach Boulevard Planned Development District (PD-29)

PD-29 USE TABLE							
Uses	Subarea 1a	Subarea 1	Nodes Subareas 2 & 5	Subarea 3	Subarea 4	Comments	
Shoe-shine Stand	A	A	A	A	A		
Tattoo Parlor	N	N	N	N	N		
Termite & Pest Control	AP	AP	AP	AP	Y		
All Personal Services Not Listed	AP	AP	AP	AP	AP		
PROFESSIONAL SERVICES (Accounting, Advertising, Architecture, Artist Studio, Bookkeeping, Business Headquarters, Chiropractics, Computer Programming, Consulting, Contracting, Dentistry, Engineering, Insurance, Law, Marketing, Medicine, Photography, Private Investigator, Psychiatry, Psychology, Real Estate, or Tax Preparation)	Y	Y	Y	Y	Y		
RESIDENTIAL USES	AP	Y	Y	Y	AP		
Artist Studio with Residence	AP	Y	Y	Y	AP		
Caretaker Residence	A	A	A	A	A		
Senior and/or Handicapped Housing	N	AP	AP	AP	AP		
Special Group Housing (fraternity, sorority, convent, monastery, etc.)	N	C	C	C	N		

Long Beach Boulevard Planned Development District (PD-29)

PD-29 USE TABLE

Uses	Subarea 1a	Subarea 1	Nodes Subareas 2 & 5	Subarea 3	Subarea 4	Comments
Multi-family Residential	N	Y	Y	Y	Y	Note: Check special development standards
RESTAURANTS & READY-TO-EAT FOODS	Y	Y	Y	Y	Y	
Restaurants & Ready-to-Eat Foods w/o drive-thru lanes	Y	Y	Y	Y	Y	
Restaurants & Ready-to-Eat Foods with drive-thru lanes	C	C	C	AP	AP	
RETAIL SALES	Y	Y	Y	Y	Y	
Basic Retail Sales (except uses listed below)	Y	Y	Y	Y	Y	
Gun Shop	C	C	N	C	C	
Itinerant Vendor	T	T	T	T	T	
Merchandise Mall, Indoor Swap Meet	C	AP	Y	Y	Y	
Outdoor Sales Events (flee mkts/swap meet)	C	C	C	C	C	
Superstore (Retail > 100,000 SF with > 10% non-taxable merchandise)	N	N	N	N	N	Note: See 21.15.2985
Pawn Shops	C	C	N	C	C	
Thrift Store	AP	AP	N	AP	Y	
Vending Machines	A	A	A	A	A	
TEMPORARY LODGING	C	Y	Y	Y	Y	

Long Beach Boulevard Planned Development District (PD-29)

PD-29 USE TABLE							
Uses	Subarea 1a	Subarea 1	Nodes Subareas 2 & 5	Subarea 3	Subarea 4	Comments	
	N	N	N	N	N		
Hotel (motels) less than 90 rooms	N	N	N	N	N		
Shelters	N	N	N	C	N		
TEMPORARY USES							
Carnival, Event, Fair, Trade Show, etc.	T	T	T	T	T		
Construction Trailer	T	T	T	T	T		
TRANSPORTATION AND COMMUNICATION FACILITIES							
Transportation Facilities (bus terminals)	N	N	AP	AP	AP		
Communication Facilities	C	C	C	C	C		
A. Freestanding/monopole cellular and personal communication services	C	C	C	C	C		
B. Attached/roof mounted cellular and personal communication services	Y	Y	Y	Y	Y		
C. Electrical distribution station	C	C	C	C	C		
MISCELLANEOUS							
Nurseries	Y	Y	Y	Y	Y		
Passive Park	Y	Y	Y	Y	Y		

Long Beach Boulevard Planned Development District (PD-29)

PD-29 USE TABLE

Uses	Subarea 1a	Subarea 1	Nodes Subareas 2 & 5	Subarea 3	Subarea 4	Comments
Community Garden	IP	IP	IP	IP	IP	
Community Playground	IP	IP	IP	IP	IP	
Recreational Park	AP	AP	AP	AP	AP	
INDUSTRIAL RELATED USES	Industrial Food Processing: 1. Bakery	N	N	N	Y	Note: Check special development standards for all Industrial related uses. A retail outlet or a showroom is encouraged on the site.
	2. Catering (food preparation)	N	N	N	Y	
Industrial Laundry	N	N	N	N	C	
Self-storage facility	N	N	N	N	N	
Sewing	N	N	N	N	C	
Research & laboratory	N	N	N	N	C	
Warehousing	N	N	N	N	C	
Wholesale sales (except livestock)	N	N	N	N	AP	

Abbreviations:

- Y = Yes (permitted use)
- N = Not permitted
- C = Conditional Use Permit is required
- AP = Administrative Use Permit is required
- EXP = Alcoholic beverage sales qualified for CUP exemption (see footnote #1)
- A = Accessory use. For special development standards, refer to Chapter 21.51.



**Long Beach Boulevard Planned Development District (PD-29)**

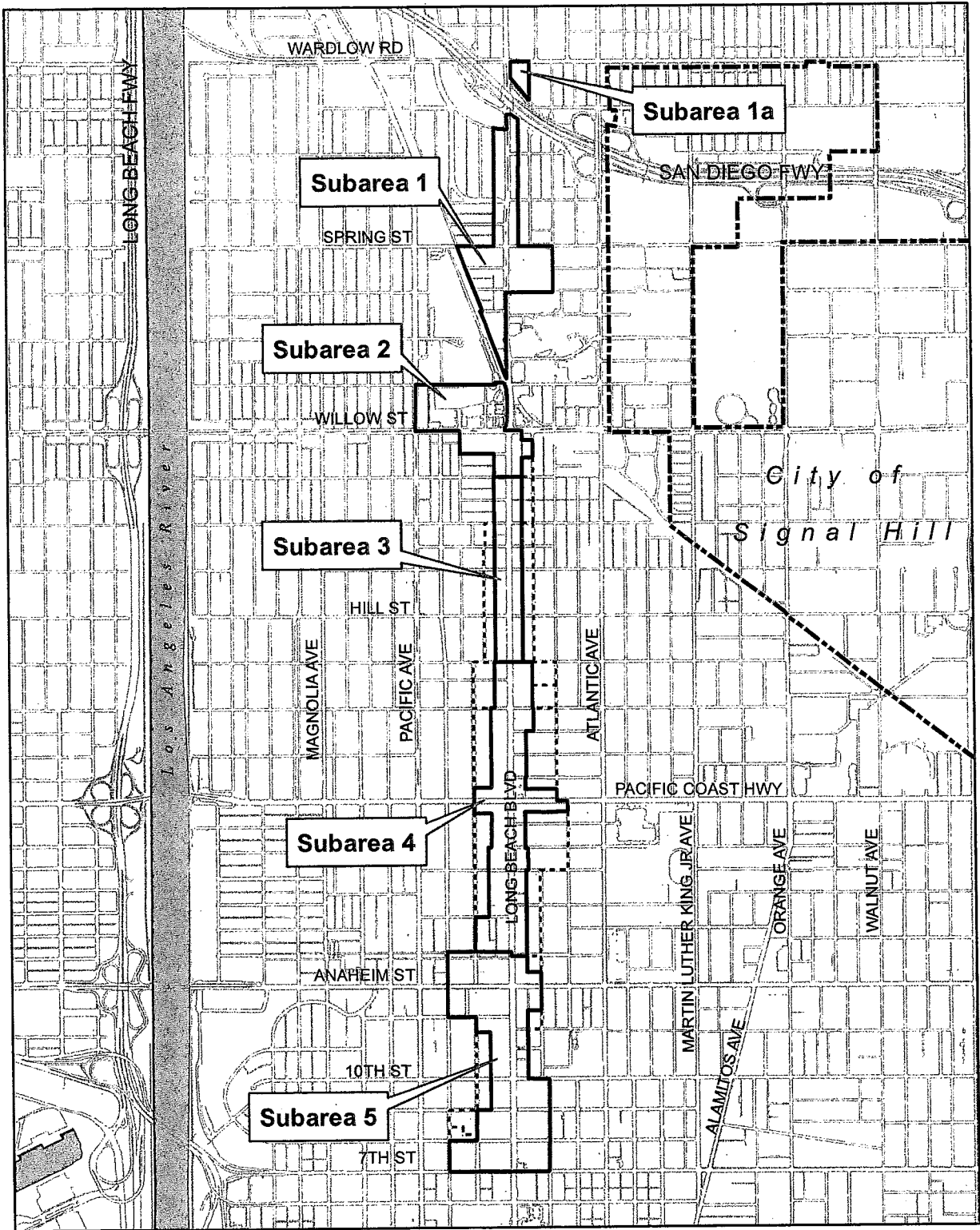
T = Temporary use subject to provisions contained in Chapter 21.53.

IP = Interim park use permit required. For special conditions, refer to Chapter 21.52.

Footnote:

(1) The following alcoholic beverage sales shall be exempted from the CUP permit requirement:

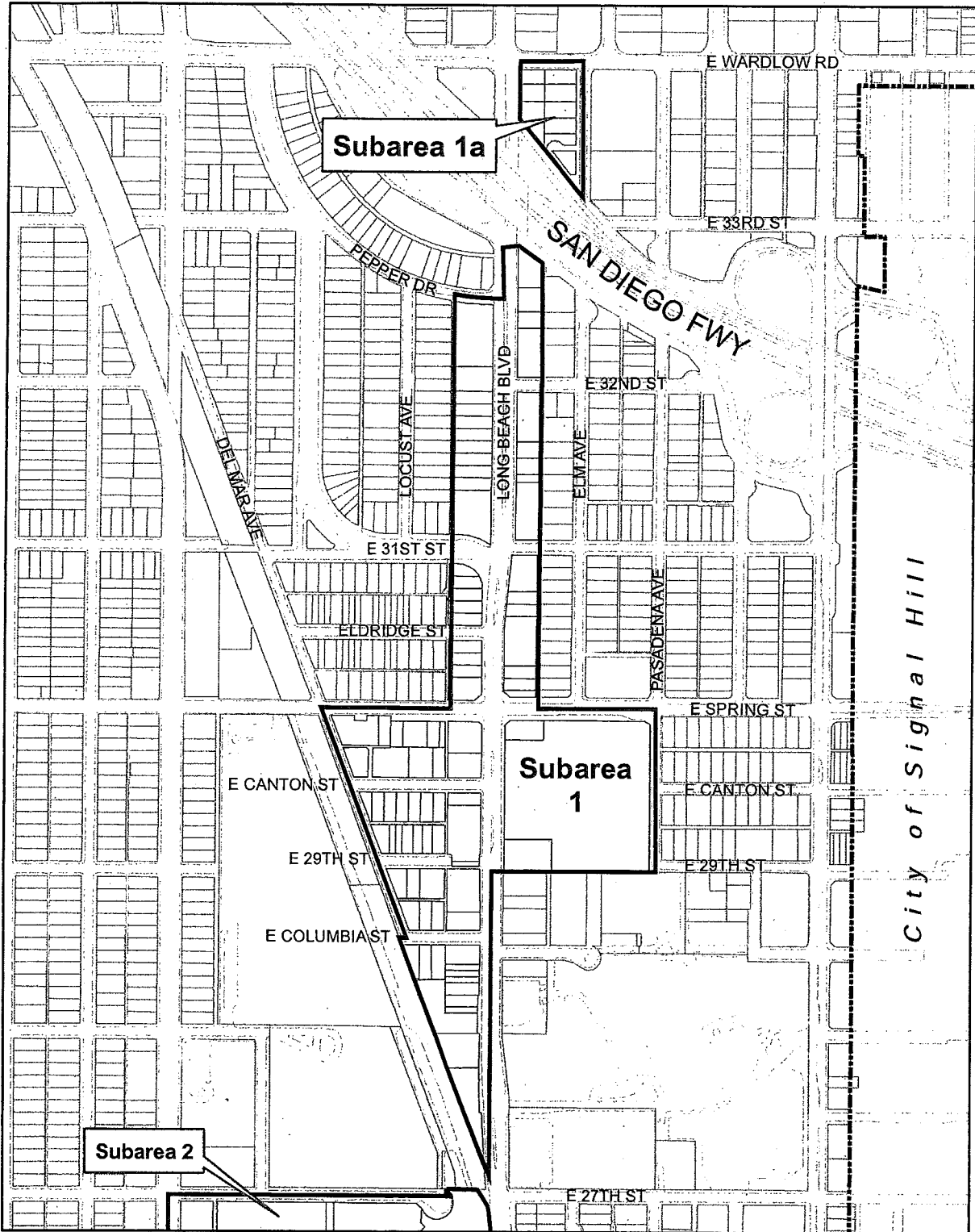
- a. Restaurant with alcoholic beverage service only with meal. This generally means any use with a fixed bar is not exempt. A service bar is not considered a fixed bar. A sushi bar, where alcoholic beverages are served at the same bar where meals are served, is considered serving alcoholic beverages only with meal service. A cocktail lounge with a bar, but with primarily service of only hors d'oeuvres and alcoholic beverages is not exempt. Any restaurant with more than 30 percent of gross sales consisting of alcoholic beverages shall lose its exemption and be required to obtain a condition use permit to continue to sell alcohol.
- b. Use located more than 500 feet from zoning districts allowing residential use.
- c. Department store or florist with accessory sale of alcoholic beverages.
- d. Existing legal, nonconforming uses.
- e. A full line grocery store of 50,000 sq. ft. floor area.



Map 1 of 5  
 Revised 9/27/07

## Long Beach Boulevard Planned Development District (PD-29)



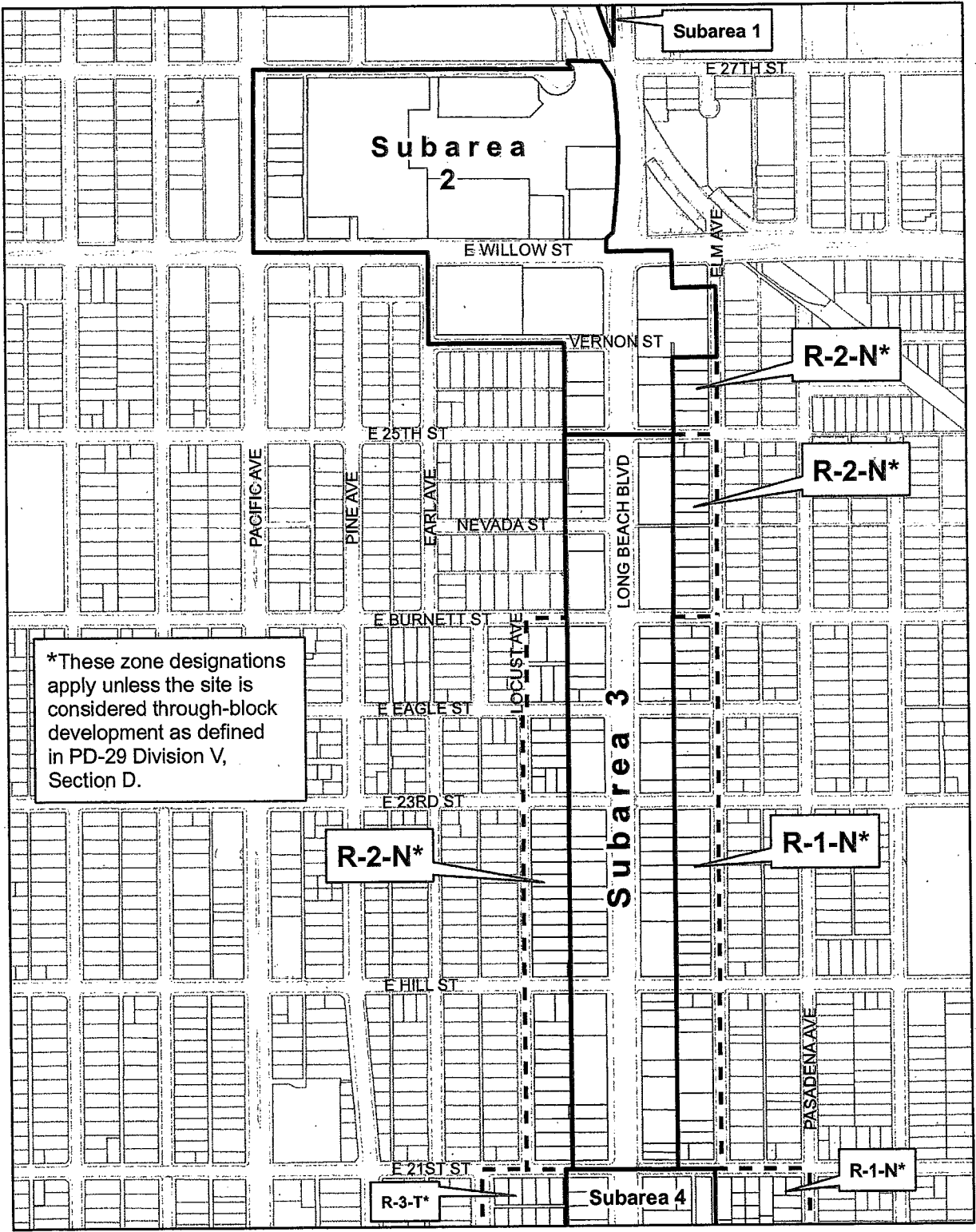


Map 2 of 5

Revised 9/27/07

## Long Beach Boulevard Planned Development District (PD-29)



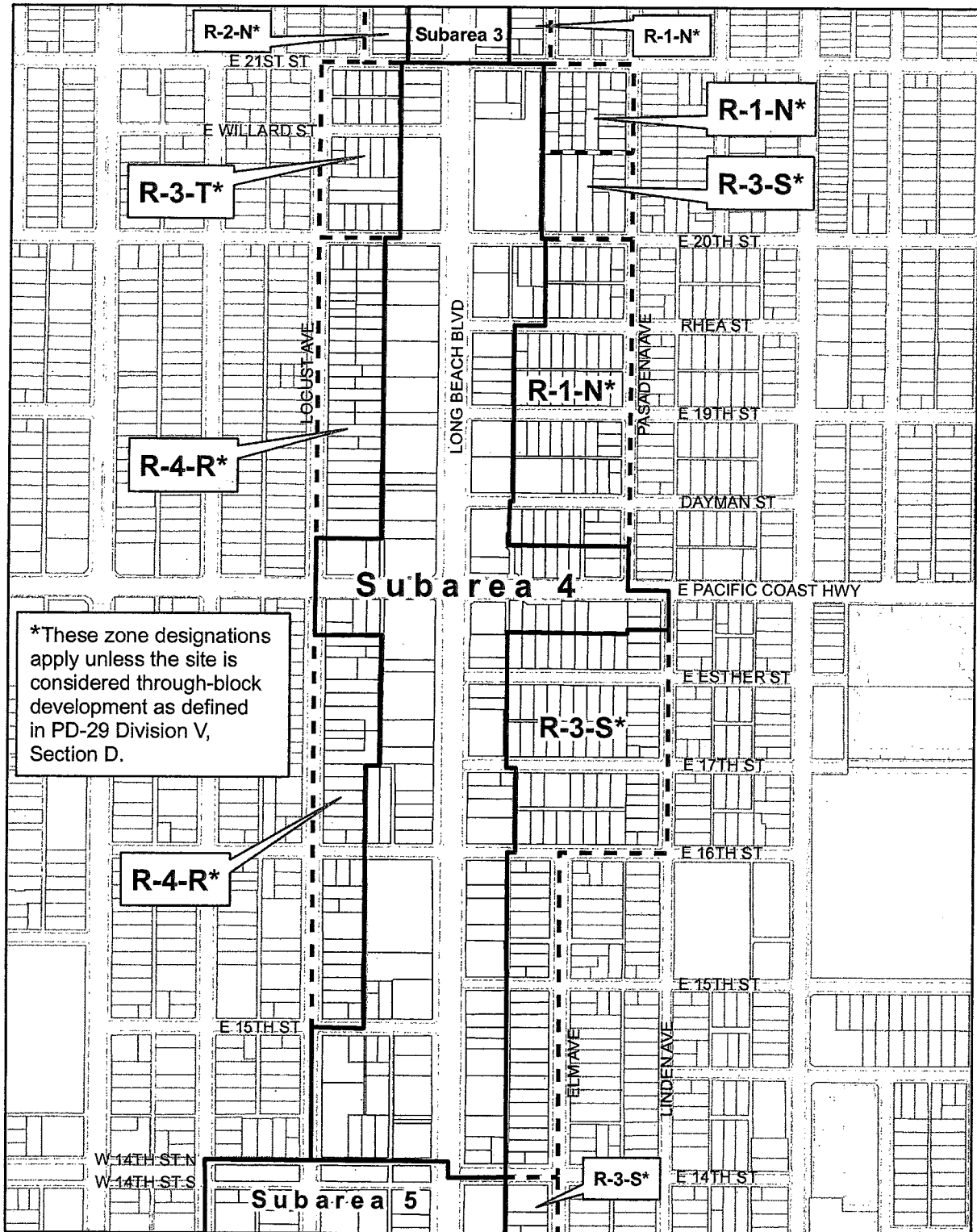


Map 3 of 5

Revised 9/27/07

Long Beach Boulevard  
Planned Development District (PD-29)



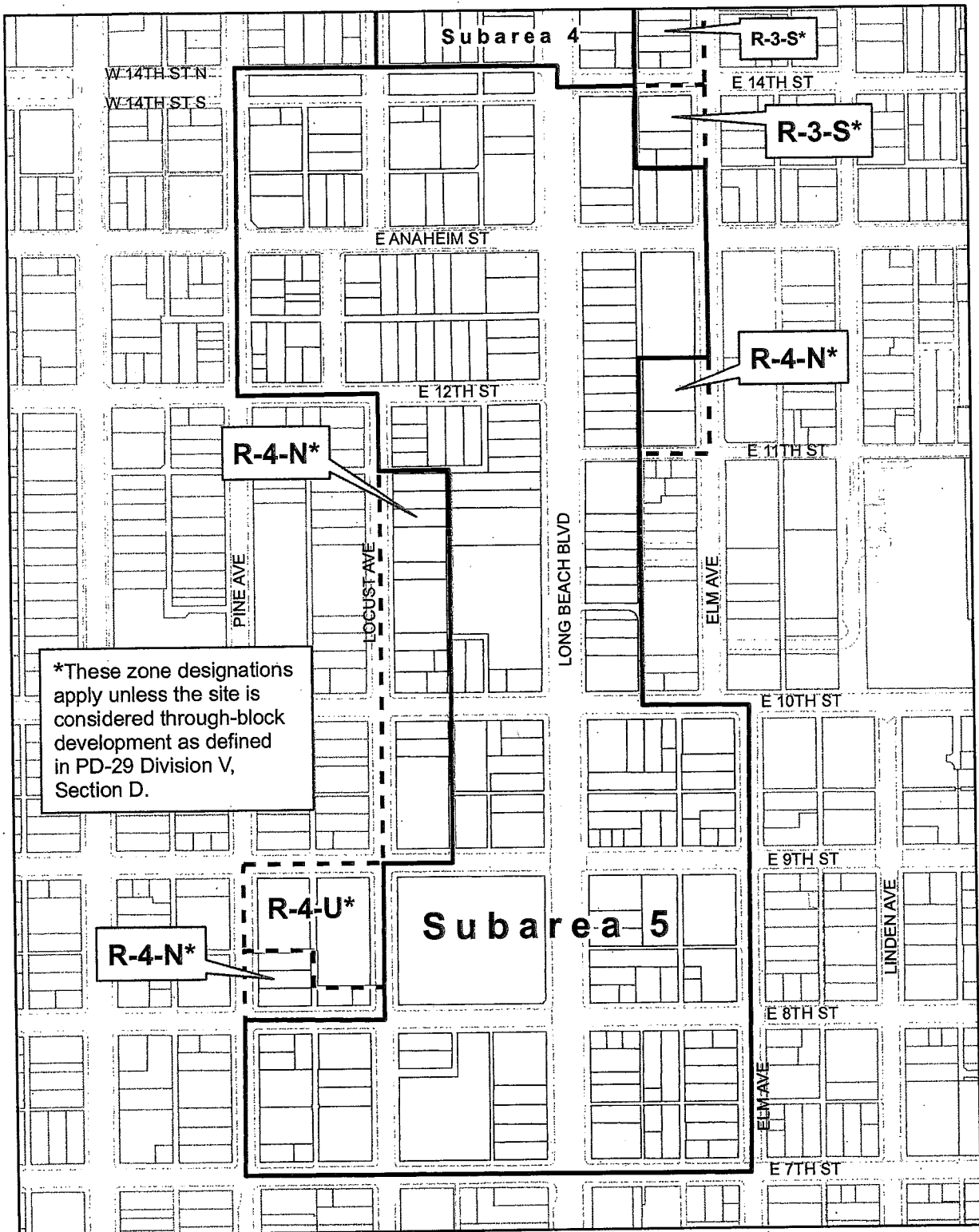


Map 4 of 5

Revised 9/27/07

## Long Beach Boulevard Planned Development District (PD-29)





\*These zone designations apply unless the site is considered through-block development as defined in PD-29 Division V, Section D.

Map 5 of 5  
 Revised 9/27/07

Long Beach Boulevard  
 Planned Development District (PD-29)



# EXHIBIT C

March 2016 | Final Environmental Impact Report  
State Clearinghouse No. 2015031034

# MIDTOWN SPECIFIC PLAN

for City of Long Beach

*Prepared for:*

**City of Long Beach**

Contact: Craig Chalfant, Planner  
City of Long Beach  
Development Services Department, Planning Bureau  
333 W. Ocean Boulevard, 5th Floor  
Long Beach, California 90802  
562.570.6368  
Craig.Chalfant@longbeach.gov

*Prepared by:*

**PlaceWorks**

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# 1. Introduction

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## 1.1 INTRODUCTION

This Final Environmental Impact Report (FEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Administrative Code Section 15000 et seq.).

According to CEQA Guidelines, Section 15132, the FEIR shall consist of:

- (a) The Draft Environmental Impact Report (DEIR) or a revision of the Draft;
- (b) Comments and recommendations received on the DEIR either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies comments on the DEIR;
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the Lead Agency.

This document contains responses to comments received on the DEIR for the Midtown Specific Plan during the public review period, which began January 13, 2016, and closed February 26, 2016. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency (the City of Long Beach). This document and the circulated DEIR comprise the FEIR, in accordance with CEQA Guidelines, Section 15132.

## 1.2 FORMAT OF THE FEIR

This document is organized as follows:

***Section 1, Introduction.*** This section describes CEQA requirements and content of this FEIR.

***Section 2, Response to Comments.*** This section provides a list of agencies and interested persons commenting on the DEIR; copies of comment letters received during the public review period, and individual responses to written comments. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (A-1 through A-5 for letters received from agencies and organizations). Individual comments have been numbered for each letter and the letter is followed by responses with references to the corresponding comment number.

## 1. Introduction

**Section 3. Revisions to the Draft EIR.** This section contains revisions to the DEIR text and figures as a result of the comments received by agencies and interested persons as described in Section 2, and/or errors and omissions discovered subsequent to release of the DEIR for public review.

The responses to comments contain material and revisions that will be added to the text of the FEIR. The City of Long Beach staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the DEIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the DEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

### 1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments, and reminds persons and public agencies that the focus of review and comment of DEIRs should be “on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. ...CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.”

CEQA Guidelines Section 15204 (c) further advises, “Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.” Section 15204 (d) also states, “Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility.” Section 15204 (e) states, “This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”

In accordance with CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this FEIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on DEIRs.

## 2. Response to Comments

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Section 15088 of the CEQA Guidelines requires the Lead Agency (City of Long Beach) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the DEIR and prepare written responses.

This section provides all written responses received on the DEIR and the City of Long Beach's responses to each comment.

Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the DEIR are excerpted in this document, the sections are shown indented. Changes to the DEIR text are shown in underlined text for additions and ~~strikeout~~ for deletions.

The following is a list of agencies and persons that submitted comments on the DEIR during the public review period.


Number Reference	Commenting Person/Agency	Date of Comment	Page No.
<b>Agencies &amp; Organizations</b>			
A1	California Department of Transportation	February 22, 2016	2-3
A2	Long Beach Unified School District	February 25, 2016	2-9
A3	Los Angeles County Metropolitan Transportation Authority	February 25, 2016	2-13
A4	County Sanitation Districts of Los Angeles County	February 25, 2016	2-37
A5	Sate Clearinghouse	February 26, 2016	2-41

## 2. Response to Comments

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## 2. Response to Comments

LETTER A1 – California Department of Transportation (2 pages)

<small>STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY</small>	<small>EDMUND G. BROWN Jr., Governor</small>	
<b>DEPARTMENT OF TRANSPORTATION</b> DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING 100 S. MAIN STREET, MS 16 LOS ANGELES, CA 90012 PHONE (213) 897-9140 FAX (213) 897-1337 www.dot.ca.gov	City of Long Beach <b>RECEIVED</b> FEB 26 2016	
February 22, 2016	Planning Bureau	
Mr. Craig Chalfant City of Long Beach 333 West Ocean Boulevard Long Beach, CA 90802		
RE: Midtown Specific Plan City of Long Beach Vic. LA-405/ PM 29.846 SCH # 2015031034 Ref. IGR/CEQA No. 150336EA-NOP IGR/CEQA No. 160131AL-DEIR		
Dear Mr. Chalfant:		
Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project consists of adoption of the Midtown Specific Plan and extraction of the two residential blocks around Officer Black Park from PD-29 (area outside the Midtown Specific Plan) and retention of the underlying conventional zoning designations already in place for these two residential blocks. The Midtown Specific Plan would increase the number of permitted residential units within the Midtown Specific Plan area to just over 3,600 units-approximately 1,700 more than existing conditions but about 2,200 less than would be allowed under the current PD-29 zoning.		
In Caltrans comment letter prepared on April 7, 2015, we requested that a traffic analysis be conducted on the State facilities. The Traffic Impact Analysis (TIA) did not include Caltrans requests for evaluation of potential traffic impacts to the regional transportation system, including the I-405 mainline before and after Long Beach Boulevard and Atlantic Avenue interchanges. Potential impacts to I-710 should also be analyzed south of I-405 to the Anaheim Street interchange. Currently, the existing freeway mainline is operating at or near capacity. Full disclosure of the freeway condition should be included in the TIA.	A1-1	
Caltrans also requests evaluation of potential impacts to freeway ramps and ramp intersections. Vehicle queues to mainline freeway lanes should be avoided. Consultation with Caltrans to obtain concurrence as to the limits of the study area and methods of analysis is also requested. In addition to three analyzed intersection at PCH, the report should include analysis of all major PCH intersections from I-710 interchange to Martin Luther King Avenue. If warranted, mitigation measure should include installation of left-turn designated signal arrow on PCH approaches.	A1-2	
<i>"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"</i>		



## 2. Response to Comments

Mr. Craig Chalfant  
February 22, 2016  
Page 2

The master plan project will generate a net 13,754 daily trips and 965/989 AM/PM peak hour trips. On page 33 of the TIA, "the growth rate accounts for pending and approved projects within the City of Long Beach, as well as regional growth anticipated by Year 2035." The pending and approved projects and trips assignments to the freeway system should be included in the TIA. When those projects are developed, many related trips will be utilizing the State facilities. In Figure 7 of TIA, Project Only Peak Hour Traffic Volumes, there are 34/29 AM/PM peak hour trips at Atlantic Ave & I-405 SB off-ramps. Caltrans is concerned that this location may be impacted directly and cumulatively. A1-3


Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without storm water management plan. A1-4

Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods. A1-5

Caltrans would like to work with the City in an effort to evaluate traffic impacts, identify potential improvements, and establish a funding mechanism that helps mitigate cumulative transportation impacts in the project vicinity. Please contact Caltrans to explore state facility improvement alternatives. A1-6

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 160131AL-DEIR.

Sincerely,



DIANNA WATSON  
Branch Chief  
Community Planning & LD / IGR Review

cc: Scott Morgan, State Clearinghouse

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

## 2. Response to Comments

### A1. **Response to Comments from California Department of Transportation, Danna Watson, Branch Chief, dated February 22, 2015.**

A1-1 The analysis provided in the Transportation Impact Analysis (TIA) prepared for the Midtown Specific Plan (provided as Appendix I to the DEIR) was performed using typical evaluation methods appropriate for a general planning level of analysis. Traffic impact analyses required for individual development projects under the Midtown Specific Plan would be required to identify the project study area where potential traffic impacts associated with the proposed development could occur. Traffic impacts identified by individual development projects in the Midtown Specific Plan area would be required to implement or contribute to improvements in adjacent jurisdictions.

Additionally, to address the increasing public concern that traffic congestion was impacting the quality of life and economic vitality of the State of California, Proposition 111 enacted the Congestion Management Program (CMP). The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A countywide approach has been established by the Los Angeles County Metropolitan Transportation Authority, the local CMP agency, to implement the statutory requirements of the CMP. The countywide approach includes designating a highway network that includes all state highways and principal arterials within the county and monitoring the network's level of service (LOS) standards. Monitoring the CMP network is one of the responsibilities of local jurisdictions. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the countywide plan.

The CMP for the County of Los Angeles requires that all freeway segments where a project is expected to add 150 or more trips in any direction during the peak hours be analyzed. An analysis is also required at all CMP intersections where a project would likely add 50 or more trips during the peak hours. Therefore, impacts and mitigation for regional transportation systems will be addressed as individual development projects under the Midtown Specific Plan occur in the future.

A1-2 Refer to response to Comment A1-1 related to additional assessment that will be completed for future development projects in the Midtown Specific Plan area.

Please note that new traffic generated from development that would be accommodated by the Midtown Specific Plan to/from SR-710 is expected to be generally low – less than 10 trips per travel lane during the peak hours. Therefore, the addition of project traffic to the west is not expected to result in any significant impacts. To the east, additional assessment was completed at the PCH/Orange Avenue intersection as part of the CMP analysis provided in the TIA prepared for the Midtown Specific Plan (provided as Appendix I to the DEIR). As demonstrated in the TIA (Table 11 [CMP Intersection Level Of Service Analysis] of the TIA), the Midtown Specific Plan is not expected to

## 2. Response to Comments

increase the V/C ratio at this CMP intersection by more than 0.02 (which is the maximum acceptable increase for identifying project impacts based on the documented significance criteria). Therefore, the Midtown Specific Plan is not likely to impact intersections along this corridor east of the project study area.

The City is committed to working with Caltrans to improve traffic operations along the study corridor. The City will work with Caltrans to consider potential protected signal phasing along this corridor in the future.

- A1-3 The growth assumptions provided in the prepared for the Midtown Specific Plan (provided as Appendix I to the DEIR) are consistent with requirements from the CMP. Additionally, the comment is correct that the Midtown Specific Plan is anticipated to add 34 AM peak hour trips and 29 PM peak hour trips to the Atlantic Avenue/I-405 Southbound off-ramp.

The intersection of Atlantic Avenue and I-405 Southbound Ramps was evaluated for the Cumulative Plus Project Condition in the TIA. As shown in Table 8 (Intersection Level of Service Cumulative Year [2035] Plus Project Conditions) of the TIA, the intersection is expected to operate at LOS C during the AM peak hour and LOS B during the PM, both considered acceptable operating levels. Therefore, neither the Midtown Specific Plan nor the approved/pending projects in the area (cumulative projects) are anticipated to impact this intersection.

- A1-4 The commenter stated that development projects should be designed to discharge clean runoff water and that stormwater runoff is not permitted onto state highway facilities without a stormwater management plan. A detailed analysis of the Midtown Specific Plan's construction- and operational-related water quality impacts was provided in Section 5.7, *Hydrology and Water Quality*, of the DEIR. As outlined in Section 5.7, future development projects that would be accommodated by the Midtown Specific Plan would be designed to ensure that all site runoff is adequately treated onsite before being discharged offsite into the existing storm drain system. Additionally, at this point it is not anticipated that any runoff from within the Midtown Specific Plan area would enter onto I-405 or any other state highway facilities. Section 3.9 also outlines the construction- and operational best management practices that will be implemented with each development project accommodated by the Midtown Specific Plan to ensure that all site runoff is properly treated onsite before being discharged offsite.

- A1-5 The commenter stated that the transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on state highways, require a transportation permit from Caltrans. The commenter also stated that large size truck trips be limited to off-peak commute hours. The City coordinates with Caltrans through its development review process to ensure that all necessary transportation permits are obtained by individual project applicants/developers in the event that any

## 2. Response to Comments

heavy construction equipment and/or materials are required. Through its development review process, the City also ensures (through coordination with individual project applicants/developers and construction contractors) that large size truck trips be limited to off-peak commute hours.

- A1-6 The commenter stated that Caltrans would like to work with the City in an effort to evaluate traffic impacts, identify potential improvements, and establish a funding mechanism that helps mitigate cumulative transportation impacts in the project vicinity. As individual development projects are proposed within the Midtown Specific Plan area, the City will work with Caltrans to ensure that individual project applicants/developers evaluate traffic impacts to state facilities and work with Caltrans to explore funding mechanisms to implement identified feasible mitigations.

## 2. Response to Comments

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## 2. Response to Comments

LETTER A2 – Long Beach Unified School District (2 pages)



BUSINESS DEPARTMENT – Facilities Development & Planning  
2425 Webster Avenue, Long Beach, CA 90810  
(562) 997-7550 Fax (562) 595-8644

February 25, 2016

*Via US Mail & Email*  
[Craig.Chalfant@longbeach.gov](mailto:Craig.Chalfant@longbeach.gov)

Mr. Craig Chalfant, Planner  
City of Long Beach Development Services  
Planning Bureau  
333 West Ocean Boulevard  
Long Beach, California 90802

**Re: Comments on the Draft Environmental Impact Report for the Midtown Specific Plan (SCH No. 2015031034)**

Dear Mr. Chalfant:

The Long Beach Unified School District (LBUSD or School District) appreciates the opportunity to comment on the Midtown Specific Plan (Project) Draft Environmental Impact Report (DEIR) prepared by the City of Long Beach. Based on the School District's review of the DEIR and the proposed Project details, LBUSD owns and operates two schools within the Project boundaries and four schools within a 0.25 mile of the Project. Development projects within the Project may have significant impacts (direct or indirect) on school facilities, students and staff.

In addition to established high standards of academic excellence for its students, LBUSD is committed to providing a safe learning and work environment for both students and employees. Thus, the District's primary concern in its review of the DEIR is to distinguish that all potential environmental impacts from the Project are properly addressed, analyzed, and mitigated to assure an environment conducive to learning.

### **General Comment**

The Midtown Specific Plan would increase the number of permitted residential units to just over 3,600 units—approximately 1,700 more than existing conditions but about 2,200 less than would be allowed under the current PD-29 zoning. The DEIR states the Midtown Specific Plan would increase potential commercial and employment building square footage to just over 2.9 million square feet (a net increase of almost 369,000 square feet over existing conditions), concentrating and intensifying development at key transit and employment nodes. This development will lead to increased traffic, noise, air emissions and other environmental impacts. The DEIR does not quantitatively analyze the nature and extent of these environmental impacts because the individual projects under the proposed Midtown Specific Plan are not known. Therefore, the School District cannot offer specific comments at this time on the impacts that will result from the Midtown Specific Project. We reserve the right to comment on potential impacts at a future date when such impacts are more clearly defined. However, the District believes the DEIR does not sufficiently address the significance of changed zoning designations for schools. For example: will safe routes to school be affected; would the Project offer greater benefits (greater mobility, less density, more 'complete streets', etc.) and fewer impacts (construction air pollution and noise,

A2-1

## 2. Response to Comments

traffic, etc.) compared to development that would occur under the existing zoning (P-29) without the Project. A2-1  
cont'd

The District appreciates the opportunity to participate in the environmental review process. We look forward to working with the city in a continuing review and assessment of impacts from the Project construction activities, and the development and implementation of effective mitigation measures.

If you have any questions please contact Dori Arbour at LBUSD at (714) 598-5456.

Sincerely,



Dori Arbour  
Facilities Consultant  
Facilities Development & Planning Branch  
Long Beach Unified School District  
[darbour@lbschools.net](mailto:darbour@lbschools.net)

## 2. Response to Comments

### A2. **Response to Comments from Long Beach Unified School District, Dori Arbour, Facilities Consultant, dated February 25, 2016.**

A2-1 The commenter provided a summary of the Midtown Specific Plan as analyzed in the Draft Environmental Impact Report (DEIR). The comment is acknowledged and no response is necessary.

The commenter also stated that implementation of the Midtown Specific Plan will lead to increased traffic, noise, air emissions and other environmental impacts, of which the DEIR does not qualitatively analyze the nature and extent of these environmental impacts. The commenter is incorrect. The DEIR does include a detailed analysis, including a qualitative analysis where required, of each of the potential environmental impacts associated with the Midtown Specific Plan. For example, stand-alone qualitative air quality, greenhouse gas emissions, noise and traffic technical studies were completed for the Midtown Specific Plan. The technical studies are contained in the appendices of the DEIR, while the findings and recommendations of each of these studies are provided in the respective topical sections of the DEIR.

Furthermore, the commenter stated that the DEIR does not sufficiently address the significance of changed zoning designations for schools. For example, would safe routes to school be affected; would the Midtown Specific Plan offer greater benefits (greater mobility, less density, more ‘complete streets’, etc.) and fewer impacts (construction air pollution and noise, traffic, etc.) compared to development that would occur under existing zoning (PD-29) without the Midtown Specific Plan.

The commenter is incorrect regarding the PD-29 zoning designation of the Jackie Robinson Academy school site, the only institutional use within boundaries of the Midtown Specific Plan. As shown in Figure 3-5, *Current and Proposed Zoning Designations*, of the DEIR, the current zoning designation of this school site is Institutional and not PD-29. Under the Midtown Specific Plan land use plan, the zoning/land use designation for the school site would be changed from Institutional to Transit Node District (see Figure 3-4, *Proposed Midtown Specific Plan Land Use Plan*, of the DEIR). This change of zoning/land use designation for the school site does not affect the existing school in any way, as schools are a permitted use (permitted by right) in the Transit Node District of the Midtown Specific Plan and the existing school would continue to operate as it currently exists. The change of zoning/land use for the school site would also not result in any impacts on safe routes to school, for the aforementioned reason. Finally, as demonstrated in the various topical sections of the DEIR, as well as the alternatives chapter (Chapter 7, *Alternatives*), the change in zoning designations from what currently exists within the overall Midtown Specific Plan area to those proposed under the Midtown Specific Plan would actually result in a beneficial impact, for all the reasons provided in the DEIR. For example, one of the alternatives analyzed in Chapter 7 of the DEIR was the No Project/Existing Zoning Alternative, which assumed that the



## 2. Response to Comments

Midtown Specific Plan would not be adopted and the current zoning designation of the overall Midtown Specific Plan area (PD-29) would remain. As concluded in Chapter 7 (see Section 7.6.15, *Conclusion*, on pg. 7-15), impacts related to aesthetics, air quality (construction and operations), geology and soils, GHG emissions, hydrology and water quality, land use and planning, noise (construction and operations), population and housing, public services, recreation, transportation and traffic, and utilities and service systems would be greater under this alternative.

Furthermore, the commenter stated that no specific comments can be provided at this time on the impacts that would result from the Midtown Specific Plan, and that the commenter reserves the right to comment on potential impacts at a future date when such impacts are more clearly defined. The comment is acknowledged and no response is necessary.

## 2. Response to Comments

LETTER A3 – Los Angeles County Metropolitan Transportation Authority (22 pages)



Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

**Metro**

February 25, 2016

Craig Chalfant  
City of Long Beach  
Development Services Department  
333 West Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, CA 90802

**RE: Midtown Specific Plan- City of Long Beach-Draft Environmental Impact Report- - SCH No. 2015031034**

Dear Mr. Chalfant:

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the proposed Midtown Specific Plan located in the City of Long Beach. The proposed project analyzed in the DEIR consists of the adoption of the Midtown Specific Plan (Midtown Specific Plan area) and the extraction of the two residential blocks around Officer Black Park from PD-29 (area outside the Midtown Specific Plan) and retention of the underlying conventional zoning designations already in place for these two residential blocks. The proposed project also includes the closure of a few roadway segments that intersect with Long Beach Boulevard. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

The Metro Blue Line light rail currently operates weekday peak service as often as every five minutes in both directions and that trains may operate, in and out of revenue service, 24 hours a day, seven days a week, in the ROW proximate to the proposed project. Metro has development guidelines that describe the Metro's development project review process and considerations for project siting as it relates to Metro facilities. Metro suggests that the project sponsor include policy language or guidance in the Specific Plan that clearly denotes that development occurring within 100 feet of a Metro facility will require Metro review and approval and compliance with Metro's Development Guidelines. In particular, because of the proximity to the Metro Blue Line, increased traffic at railroad grade crossings must be considered specifically in the Specific Plan. Provisions for transit priority treatments should be considered to make the development welcoming to transit access.

A3-1

Considering the proximity of the proposed project to the railroad ROW, the Metro Blue Line may produce significant noise, vibration, visual, lighting and potential air quality impacts. A recorded Noise Easement Deed in favor of LACMTA is required for development adjacent to the facility, a form of which is attached. In addition, any identified potential mitigations required for the project must be borne by the developers of the project and not LACMTA. The easement recorded in the Deed will extend to successors and tenants as well.

A3-2

In addition, the Specific Plan has various policies in place that support active transportation and multi-modalism. Metro looks forward to continuing to collaborate with the City to effectuate policies and

A3-3

## 2. Response to Comments

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implementation activities that promote transit supportive communities and reduce pedestrian/bike and bus conflicts. Please continue to collaborate with Metro as such plans are effectuated.

A3-3  
cont'd

Beyond impacts to Metro facilities and operations, LACMTA must also notify the applicant of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County", Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

A3-4

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at [DevReview@metro.net](mailto:DevReview@metro.net). LACMTA looks forward to reviewing the Final EIR. Please send it to the following address:

LACMTA Development Review  
One Gateway Plaza MS 99-23-4  
Los Angeles, CA 90012-2952

Sincerely,

  
Elizabeth Carvajal  
Transportation Planning Manager

**Attachments:**

- CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

## 2. Response to Comments

**Midtown Specific Plan  
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February 25, 2015**

- Design Criteria and Standards, Volume III - Adjacent Construction Design Manual
- Noise Easement Deed

## 2. Response to Comments

APPENDIX

D

### GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

*Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."*

#### D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

#### D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

***2010 Congestion Management Program for Los Angeles County***

## 2. Response to Comments

**D.3 PROJECTS SUBJECT TO ANALYSIS**

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

**D.4 STUDY AREA**

The geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

**If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).**

**D.5 BACKGROUND TRAFFIC CONDITIONS**

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

**D.5.1 Existing Traffic Conditions.** Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

*2010 Congestion Management Program for Los Angeles County*

## 2. Response to Comments

APPENDIX D - GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS PAGE D-3

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

**D.5.2 Selection of Horizon Year and Background Traffic Growth.** Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

### D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

### D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

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## 2. Response to Comments

## APPENDIX D - GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS PAGE D-4

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

**D.8 IMPACT ANALYSIS**

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

**D.8.1 Intersection Level of Service Analysis.** The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

**D.8.2 Arterial Segment Analysis.** For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

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## 2. Response to Comments

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**D.8.3 Freeway Segment (Mainline) Analysis.** For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

**D.8.4 Transit Impact Review.** CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- Evidence that affected transit operators received the Notice of Preparation.
- A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both “peak hour” and “daily” refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
  - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
  - For each time period, multiply the result by one of the following factors:
    - 3.5% of Total Person Trips Generated for most cases, except:
      - 10% primarily Residential within 1/4 mile of a CMP transit center
      - 15% primarily Commercial within 1/4 mile of a CMP transit center
      - 7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
      - 9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
      - 5% primarily Residential within 1/4 mile of a CMP transit corridor
      - 7% primarily Commercial within 1/4 mile of a CMP transit corridor
      - 0% if no fixed route transit services operate within one mile of the project

To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction’s TDM Ordinance measures, but other project specific measures.

***2010 Congestion Management Program for Los Angeles County***

## 2. Response to Comments

APPENDIX D - GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS PAGE D-6

- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

### D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

**D.9.1 Criteria for Determining a Significant Impact.** For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ( $V/C \geq 0.02$ ), causing LOS F ( $V/C > 1.00$ ); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ( $V/C \geq 0.02$ ). The lead agency may apply a more stringent criteria if desired.

**D.9.2 Identification of Mitigation.** Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

**D.9.3 Project Contribution to Planned Regional Improvements.** If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- Any project contribution to the improvement, and
- The means by which trips generated at the site will access the regional facility.

**D.9.4 Transportation Demand Management (TDM).** If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

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## 2. Response to Comments

APPENDIX D - GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS PAGE D-7

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### **D.10 REFERENCES**

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.

*2010 Congestion Management Program for Los Angeles County*

## 2. Response to Comments

### MTA DESIGN CRITERIA

### ADJACENT CONSTRUCTION DESIGN MANUAL

#### ADJACENT CONSTRUCTION DESIGN MANUAL

#### 1.0 INTRODUCTION

- 1.1 Parties planning construction over, under or adjacent to a Metropolitan Transportation Authority (MTA) facility or structure are advised to submit for review seven (7) copies of their drawings and four (4) copies of their calculations showing the relationship between their project and the MTA facilities, for MTA review. The purpose of the MTA review is to reduce the chance of conflict, damage, and unnecessary remedial measures for both MTA and the parties. Parties are defined as developers, agencies, municipalities, property owners or similar organizations proposing to perform or sponsor construction work near MTA facilities.
- 1.2 Sufficient drawings and details shall be submitted at each level of completion such as Preliminary, In-Progress, Pre-final and Final, etc. to facilitate the review of the effects that the proposed project may or may not have on the MTA facilities. An MTA review requires internal circulation of the construction drawings to concerned departments (usually includes Construction, Operations, Maintenance, and Real Estate). Parties shall be responsible for all costs related to drawing reviews by MTA. MTA costs shall be based upon the actual hours taken for review at the hourly rate of pay plus overhead charges. Drawings normally required for review are:
- A. Site Plan
  - B. Drainage Area Maps and Drainage Calculations
  - C. Architectural drawings
  - D. Structural drawings and calculations
  - E. Civil Drawings
  - F. Utility Drawings
  - G. Sections showing Foundations and MTA Structures
  - H. Column Load Tables
  - I. Pertinent Drawings and calculations detailing an impact on MTA facilities
  - J. A copy of the Geotechnical Report.
  - K. Construction zone traffic safety and detour plans: Provide and regulate positive traffic guidance and definition for vehicular and pedestrian traffic adjacent to the construction site to ensure traffic safety and reduce adverse traffic circulation impact.
  - L. Drawings and calculations should be sent to:

**MTA Third Party Administration (Permits Administration)**  
**Los Angeles County Metropolitan Transportation Authority**  
One Gateway Plaza  
Los Angeles, California 90012

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R92-DE303-3.00  
Adjacent Construction Design Manual

**Revision 1: 02/05/14**  
Baseline: 03.03.99  
Revision 0: 03.03.99

## 2. Response to Comments

### **MTA DESIGN CRITERIA**

### **ADJACENT CONSTRUCTION DESIGN MANUAL**

- 1.3 If uncertainty exists on the possible impacts a project may have on the MTA facilities, and before submitting a formal letter requesting a review of a construction project adjacent to the Metro System, the party or his agent may contact the MTA Third Party Administrator (Permits ). The Party shall review the complexity of the project, and receive an informal evaluation of the amount of detail required for the MTA review. In those cases, whereby it appears the project will present no risk to MTA, the Third Party Administrator (Permits) shall immediately route the design documents to Construction, Operations, Maintenance, and Real Estate departments for a preliminary evaluation. If it is then confirmed that MTA risk is not present, the Administrator shall process an approval letter to the party.
- 1.4 A period of 30 working days should be allowed for review of the drawings and calculations. Thirty (30) work days should be allowed for each successive review as required. It is noted that preliminary evaluations are usually produced within 5 working days.
- 1.5 The party shall reimburse the MTA for any technical review or support services costs incurred that are associated with his/her request for access to the Metro Rail System
- 1.6 The following items must be completed before starting any construction:
- A. Each part of the project's design may be reviewed and approved by the MTA. The prime concern of the MTA is to determine the effect of the project on the MTA structure and its transit operations. A few of the other parts of a project to be considered are overhead protection, dust protection, dewatering, and temporary use of public space for construction activities.
  - B. Once the Party has received written acceptance of the design of a given project then the Party must notify MTA prior to the start of construction, in accordance with the terms of acceptance.
- 1.7 Qualified Seismic, Structural and Geotechnical Oversight
- The design documents shall note the name of the responsible Structural Engineer and Geotechnical Engineer, licensed in the State of California.

### **2.0 REVIEW PROCEDURE**

- 2.1 All portions of any proposed design that will have a direct impact on an MTA facility or structure will be reviewed to assure that the MTA facility or structure is not placed in risk at any time, and that the design meets all applicable codes and criteria. Any portion of the proposed design that is to form part of an MTA controlled area shall be designed to meet the MTA Design Criteria and Standards.
- 2.2 Permits, where required by the local jurisdiction, shall be the responsibility of the party. City of L.A. Dept. of Bldg. and Safety and the Bureau of Engineering permit review shall remain in effect. Party shall refer to MTA Third Party Administration policies and procedures, THD5 for additional information.
- 2.3 Monitoring of the temporary support of excavation structures for adjacent construction shall be required in all cases for excavations within the geotechnical zone of influence of MTA structures. The extent of the monitoring will vary from case to case.
- 2.4 Monitoring of the inside of MTA tunnels and structures shall be required when the adjacent

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R92-DE303-3.00  
Adjacent Construction Design Manual

**Revision 1: 02/05/14**  
Baseline: 03.03.99  
Revision 0: 03.03.99

## 2. Response to Comments

### MTA DESIGN CRITERIA

### ADJACENT CONSTRUCTION DESIGN MANUAL

excavation will unload or load the MTA structure or tunnel. Monitoring of vertical and horizontal distortions will include use of extensometers, inclinometers, settlement reference points, tiltmeters, groundwater observation wells, tape extensometer anchor points and load cells, as appropriately required. Acceptable limits of movement will depend on groundwater conditions, soil types and also the length of service the stations and tunnels have gone through. Escorts will be required for the survey parties entering the Metro operating system in accordance with MTA Operating Rules and Procedures. An MTA account number will be established and the costs for the escort monitoring and surveying service will be billed directly to the party or his agent as in section 1.2.

- 2.5 The calculations submitted for review shall include the following:
- A. A concise statement of the problem and the purpose of the calculation.
  - B. Input data, applicable criteria, clearly stated assumptions and justifying rationale.
  - C. References to articles, manuals and source material shall be furnished with the calculations.
  - D. Reference to pertinent codes and standards.
  - E. Sufficient sketches or drawing references for the work to be easily understood by an independent reviewer. Diagrams indicating data (such as loads and dimensions) shall be included along with adequate sketches of all details not considered standard by MTA.
  - F. The source or derivation of all equations shall be shown where they are introduced into the calculations.
  - G. Numerical calculations shall clearly indicate type of measurement unit used.
  - H. Identify results and conclusions.
  - I. Calculations shall be neat, orderly, and legible.
- 2.6 When computer programs are used to perform calculations, the following information shall accompany the calculation, including the following:
- A. Program Name.
  - B. Program Abstract.
  - C. Program Purpose and Applications.
  - D. Complete descriptions of assumptions, capabilities and limitations.
  - E. Instructions for preparing problem data.
  - F. Instructions for problem execution.
  - G. List (and explanation) of program acronyms and error messages.
  - H. Description of deficiencies or uncorrected errors.
  - I. Description of output options and interpretations.

## 2. Response to Comments

### **MTA DESIGN CRITERIA**

### **ADJACENT CONSTRUCTION DESIGN MANUAL**

- J. Sample problem(s), illustrating all input and output options and hardware execution statements. Typically, these problems shall be verified problems.
  - K. Computer printout of all supporting calculations.
  - L. The "User's Manual" shall also include a certification section. The certification section shall describe the methods and how they cover the permitted options and uses of the program.
- 2.7 Drawings shall be drawn, to scale, showing the location and relationship of proposed adjacent construction to existing MTA structures at various stages of construction along the entire adjacent alignment. The stresses and deflections induced in the existing MTA structures should be provided.
- 2.8 The short-term and long-term effects of the new loading due to the adjacent construction on the MTA structures shall be provided. The soil parameters and other pertinent geotechnical criteria contained in existing contract documents for the affected structure, plus any additional conditions shall be used to analyze the existing MTA structures.
- 2.9 MTA structures shall be analyzed for differential pressure loadings transferred from the adjacent construction site.

### **3.0 MECHANICAL CRITERIA**

- 3.1 Existing services to MTA facilities, including chilled water and condenser water piping, potable and fire water, storm and sanitary sewer, piping, are not to be used, interrupted nor disturbed without written approval of MTA.
- 3.2 Surface openings of ventilation shafts, emergency exits serving MTA underground facilities, and ventilation system openings of surface and elevated facilities are not to be blocked or restricted in any manner. Construction dust shall be prevented from entering MTA facilities.
- 3.3 Hot or foul air, fumes, smoke, steam, etc., from adjacent new or temporary facilities are not to be discharged within 40 feet of existing MTA ventilation system intake shafts, station entrances or portals. Tunnel ventilation shafts are both intake and discharge structures.
- 3.4 Clear access for the fire department to the MTA fire department connections shall be maintained at all times. Construction signs shall be provided to identify the location of MTA fire department connections. No interruption to fire protection water service will be permitted at any time.
- 3.5 Modifications to existing MTA mechanical systems and equipment, including ventilation shafts, required by new connections into the MTA System, shall only be permitted with prior review and approval by MTA. If changes are made to MTA property as built drawings shall be provided reflecting these changes.

At the option of MTA, the adjacent construction party shall be required to perform the field tests necessary to verify the adequacy of the modified system and the equipment performance. This verification shall be performed within an agreed time period jointly determined by MTA and the Party on a case by case basis. Where a modification is approved, the party shall be held responsible to maintain original operating capacity of the equipment and the system impacted by the modification.

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**Revision 1: 02/05/14**  
Baseline: 03.03.99  
Revision 0: 03.03.99

## 2. Response to Comments

### **MTA DESIGN CRITERIA**

### **ADJACENT CONSTRUCTION DESIGN MANUAL**

#### **4.0 OPERATIONAL REQUIREMENTS**

##### **4.1 GENERAL**

- A. Normal construction practices must be augmented to insure adequate safety for the general public entering Metro Stations and riding on Metro Trains and Buses. Design of a building, structure, or facility shall take into account the special safety considerations required for the construction of the facility next to or around an operating transit system.
- B. Projects which require working over or adjacent to MTA station entrances shall develop their construction procedures and sequences of work to meet the following minimum requirements:
  - 1. Construction operations shall be planned, scheduled and carried out in a way that will afford the Metro patrons and the general public a clean, safe and orderly access and egress to the station entrance during revenue hours.
  - 2. Construction activities which involve swinging a crane and suspended loads over pedestrian areas, MTA station entrances and escalators, tracks or Metro bus passenger areas shall not be performed during revenue hours. Specific periods or hours shall be granted on a case-by-case basis.
  - 3. All cranes must be stored and secured facing away from energized tracks, when appropriate.
  - 4. All activity must be coordinated through the MTA Track Allocation process in advance of work activity.

##### **4.2 OVERHEAD PROTECTION - Station Entrances**

- A. Overhead protection from falling objects shall be provided over MTA facilities whenever there is possibility, due to the nature of a construction operation, that an object could fall in or around MTA station entrances, bus stops, elevators, or areas designed for public access to MTA facilities. Erection of the overhead protection for these areas shall be done during MTA non-revenue hours.
  - 1. The design live load for all overhead protection shall be 150 pounds per square foot minimum. The design wind load on the temporary structures shall be 20 pounds per square foot, on the windward and leeward sides of the structure.
  - 2. The overhead protection shall be constructed of fire rated materials. Materials and equipment shall not be stored on the completed shield. The roof of the shield shall be constructed and maintained watertight.
- B. Lighting in public areas and around affected MTA facilities shall be provided under the overhead protection to maintain a minimum level of twenty-five (25) footcandles at the escalator treads or at the walking surface. The temporary lighting shall be maintained by the Party.



## 2. Response to Comments

### MTA DESIGN CRITERIA

### ADJACENT CONSTRUCTION DESIGN MANUAL

- C. Wooden construction fencing shall be installed at the boundary of the areas with public access. The fencing shall be at least eight-feet high, and shall meet all applicable code requirements.
  - D. An unrestricted public access path shall be provided at the upper landing of the entrance escalator-way in accordance with the following:
    - 1. A vertical clearance between the walking surface and the lowest projection of the shield shall be 8'-0".
    - 2. A clear pedestrian runoff area extending beyond the escalator newel shall be provided, the least dimension of which shall be twenty (20) feet.
    - 3. A fifteen (15) foot wide strip (other than the sidewalk) shall be maintained on the side of the escalator for circulation when the escalator is pointed away from a street corner.
    - 4. A clear path from any MTA emergency exit to the public street shall be maintained at all times.
  - E. Temporary sidewalks or pedestrian ways, which will be in use more than 10 days, shall be constructed of four (4") inch thick Portland cement concrete or four(4") inches of asphaltic concrete placed and finished by a machine.
- 4.3 OVERHEAD PROTECTION - Operating Right-of-Way Trackage
- A. MTA Rail Operations Control Center shall be informed of any intent to work above, on, or under the MTA right-of-way. Crews shall be trained and special flagging operations shall be directed by MTA Rail Operations Control Center. The party shall provide competent persons to serve as Flaggers. These Flaggers shall be trained and certified by MTA Rail Operations prior to any work commencing. All costs incurred by MTA shall be paid by the party.
  - B. A construction project that will require work over, under or adjacent to the at grade and aerial MTA right-of-way should be aware that the operation of machinery, construction of scaffolding or any operation hazardous to the operation of the MTA facility shall require that the work be done during non-revenue hours and authorized through the MTA Track Allocation process.
  - C. MTA flagmen or inspectors from MTA Operations shall observe all augering, pile driving or other work that is judged to be hazardous. Costs associated with the flagman or inspector shall be borne by the Party.
  - D. The party shall request access rights or track rights to perform work during non-revenue hours. The request shall be made through the MTA Track Allocation process.-
- 4.4 OTHER METRO FACILITIES
- A. Access and egress from the public streets to fan shafts, vent shafts and emergency exits must be maintained at all times. The shafts shall be protected from dust and debris. See

## 2. Response to Comments

### MTA DESIGN CRITERIA

### ADJACENT CONSTRUCTION DESIGN MANUAL

Exhibit A for details.

- B. Any excavation in the vicinity of MTA power lines feeding the Metro System shall be through hand excavation and only after authorization has been obtained through the MTA Track Allocation process. MTA Rail Operations Control Center shall be informed before any operations commences near the MTA power system.
- C. Flammable liquids shall not be stored over or within 25 feet horizontally of MTA underground facilities. If installed within 25 to 100 feet horizontally of the structure, protective encasement of the tanks shall be required in accordance with NFPA STD 130. Existing underground tanks located within 100 feet horizontally of MTA facilities and scheduled to be abandoned are to be disposed of in accordance with Appendix C of NFPA STD 130. NFPA STD 130 shall also be applied to the construction of new fuel tanks.
- D. Isolation of MTA Facilities from Blast  

Subsurface areas of new adjacent private buildings where the public has access or that cannot be guaranteed as a secure area, such as parking garages and commercial storage and warehousing, will be treated as areas of potential explosion. NFPA 130, Standard for Fixed Guideway Transit Systems, life safety separation criteria will be applied that assumes such spaces contain Class I flammable, or Class II or Class III Combustible liquids. For structural and other considerations, isolation for blast will be treated the same as seismic separation, and the more restrictive shall be applied.
- E. **Any proposed facility that is located within 20 feet radius of an existing Metro facility will require a blast and explosion study and recommendations to be conducted by a specialist who is specialized in the area of blast force attenuation. This study must assess the effect that an explosion in the proposed non-Metro facility will have on the adjacent Metro facility and provide recommendations to prevent any catastrophic damage to the existing Metro facility. Metro must approve the qualifications of the proposed specialist prior to commencement of any work on this specialized study.**

#### 4.5 SAFETY REGULATIONS

- A. Comply with Cal/OSHA Compressed Air Safety Orders Title 8, Division 1, Chapter 4, Subchapter 3. Comply with California Code of Regulations Title 8, Title 29 Code of Federal Regulations; and/or the Construction Safety and Health Manual ( Part F ) of the contract whichever is most stringent in regulating the safety conditions to be maintained in the work environment as determined by the Authority. The Party recognizes that government promulgated safety regulations are minimum standards and that additional safeguards may be required
- B. Comply with the requirements of Chemical Hazards Safety and Health Plan, (per 29 CFR 1910.120 entitled, ( Hazardous Waste Operations and Emergency Response) with respect to the handling of hazardous or contaminated wastes and mandated specialty raining and health screening.
- C. Party and contractor personnel while within the operating MTA right-of-way shall

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## 2. Response to Comments

### **MTA DESIGN CRITERIA**

### **ADJACENT CONSTRUCTION DESIGN MANUAL**

coordinate all safety rules and procedures with MTA Rail Operations Control Center.-

- D. When support functions and electrical power outages are required, the approval **MUST** be obtained through the MTA Track Allocation procedure. Approval of the support functions and power outages must be obtained in writing prior to shutdown.

### **5.0 CORROSION**

#### **5.1 STRAY CURRENT PROTECTION**

- A. Because stray currents may be present in the area of the project, the Party shall investigate the site for stray currents and provide the means for mitigation when warranted.
- B. Installers of facilities that will require a Cathodic Protection (CP) system must coordinate their CP proposals with MTA. Inquiries shall be routed to the Manager, Third Party Administration.
- C. The Party is responsible for damage caused by its contractors to MTA corrosion test facilities in public right-of-way.

**End of Section**

## 2. Response to Comments

RECORDING REQUESTED BY  
AND WHEN RECORDED MAIL TO:

LOS ANGELES COUNTY METROPOLITAN  
TRANSPORTATION AUTHORITY  
Real Estate Department  
Deputy Executive Officer - Real Estate  
P: 213-922-2415 F: 213-922-2400  
One Gateway Plaza, Mail Stop 99-18-4  
Los Angeles, CA 90012-2932

Space Above Line for Recorder's Use

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[Recordation of this Public Document is Exempt from all Recording Fees and Taxes Pursuant to  
Government Code Section 6103]

Public Agency - No Tax Statement

### **NOISE EASEMENT DEED**

For valuable consideration, receipt of which is hereby acknowledged, **(Name of Owner)**, a  
\_\_\_\_\_, for themselves, their heirs, administrators, executors,  
successors, assigns, tenants, and lessees do hereby grant, bargain, sell, and convey to the  
**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**, a public  
agency existing under the authority of the laws of the State of California ("Grantee"), its  
successors and assigns, for the use and benefit of the public and its employees, a perpetual,  
assignable easement in that certain real property in the City of Los Angeles, County of Los  
Angeles, State of California described in Exhibit "A" attached hereto and incorporated herein by  
this reference,

Said easement shall encompass and cover the entirety of the Grantors' Property  
having the same boundaries as the described Property and extending from the sub-  
surface upwards to the limits of the atmosphere of the earth, the right to cause in said  
easement area such noise, vibrations, fumes, dust, fuel particles, light, sonic  
disturbances, and all other effects that may be caused or may have been caused by  
the operation of public transit vehicles traveling along the Project right of way.

Grantor hereby waives all rights to protest, object to, make a claim or bring suit  
or action of any purpose, including or not limited to, property damage or personal  
injuries, against Grantee, its successors and assigns, for any necessary operating and  
maintenance activities and changes related to the Project which may conflict with  
Grantors' use of Grantors' property for residential and other purposes, and Grantors  
hereby grants an easement to the Grantee for such activities.

The granting of said Easement shall also establish the Grantors' right to further modify or  
develop the Property for any permitted use. However, Grantor's rights of development shall  
not interfere with the continued operation of Grantee's Project.

## 2. Response to Comments

It is understood and agreed that these covenants and agreements shall be permanent, perpetual, will run with the land and that notice shall be made to and shall be binding upon all heirs, administrators, executors, successors, assigns, tenants and lessees of the Grantor. The Grantee is hereby expressly granted the right of third party enforcement of this easement.

IN WITNESS WHEREOF, the undersigned has caused its/their signature to be affixed this day of \_\_\_\_\_, 20\_\_

By: \_\_\_\_\_  
Name

By: \_\_\_\_\_  
Name

(ATTACH NOTARY SEAL AND CERTIFICATE HERE.)

## 2. Response to Comments

**CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT** **CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California )  
County of \_\_\_\_\_ )

On \_\_\_\_\_ before me, \_\_\_\_\_  
*Date Here Insert Name and Title of the Officer*

personally appeared \_\_\_\_\_  
*Name(s) of Signer(s)*

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_  
*Signature of Notary Public*

*Place Notary Seal Above*

**OPTIONAL**  
*Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.*

**Description of Attached Document**  
Title or Type of Document: \_\_\_\_\_ Document Date: \_\_\_\_\_  
Number of Pages: \_\_\_\_\_ Signer(s) Other Than Named Above: \_\_\_\_\_

**Capacity(ies) Claimed by Signer(s)**

Signer's Name: _____	Signer's Name: _____
<input type="checkbox"/> Corporate Officer — Title(s): _____	<input type="checkbox"/> Corporate Officer — Title(s): _____
<input type="checkbox"/> Partner — <input type="checkbox"/> Limited <input type="checkbox"/> General	<input type="checkbox"/> Partner — <input type="checkbox"/> Limited <input type="checkbox"/> General
<input type="checkbox"/> Individual <input type="checkbox"/> Attorney in Fact	<input type="checkbox"/> Individual <input type="checkbox"/> Attorney in Fact
<input type="checkbox"/> Trustee <input type="checkbox"/> Guardian or Conservator	<input type="checkbox"/> Trustee <input type="checkbox"/> Guardian or Conservator
<input type="checkbox"/> Other: _____	<input type="checkbox"/> Other: _____
Signer Is Representing: _____	Signer Is Representing: _____

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## 2. Response to Comments

### CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in the real property conveyed by the foregoing Grant Deed from \_\_\_\_\_, a **California Limited Partnership**, ("Grantor") to **LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**, a public agency existing under the authority of the laws of the State of California ("LACMTA"), is hereby accepted by the undersigned on behalf of the LACMTA pursuant to authority conferred by resolution of the Board of Directors of the LACMTA, and the Grantee hereby consents to the recordation of this Deed by its duly authorized officer.

Dated this \_\_\_\_ day of \_\_\_\_\_, 20\_\_

By: \_\_\_\_\_  
Velma C. Marshall  
Deputy Executive Officer - Real Estate

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## 2. Response to Comments

### A3. **Response to Comments from Los Angeles County Metropolitan Transportation Authority, Elizabeth Carbajal, Transportation Planning Manager, dated February 25, 2016.**

A3-1 The commenter suggested that the City include policy language or guidance in the Specific Plan that clearly denotes that development occurring within 100 feet of a Metro facility will require Metro review and approval and compliance with Metro's Development Guidelines. In particular, because of the proximity to the Metro Blue Line, increased traffic at rail road grade crossings must be considered specifically in the Specific Plan. In response to the commenter, the Specific Plan will be updated to incorporate Metro's suggested language (as a policy in the Specific Plan) to ensure that future development projects under the Specific Plan that are within 100 feet of a Metro facility are reviewed by Metro and comply with Metro's requirements. The City will also ensure that Metro is notified of future development projects within 100 feet of a Metro facility to ensure that any at-grade crossing improvements and transit priority treatments, as appropriate and required, are provided as a result of impacts to such facilities resulting from a proposed development project that would be accommodated by the Specific Plan. The Metro requests will be ensured through the City's development review process and added as a policy to the Specific Plan.

Additionally, the commenter stated that provisions for transit priority treatments be considered to make the development welcoming to transit access. The Specific Plan currently contains guiding principles and a number of development standards and guidelines to make developments welcoming to transit access. Examples include high residential densities (Section 3.4.2, *Development Intensity*, of the Specific Plan), transit-friendly off-street parking requirements (Section 3.5.1, *Off-Street Parking*, of the Specific Plan), onsite bicycle parking requirements (Section 3.5.1, *Bicycle Parking*, of the Specific Plan), and provisions for transit amenities and transit-friendly design (Section 5.10, *Transit Station Areas*, of the Specific Plan).

A3-2 The commenter stated that considering the proximity of the proposed project to the rail road right-of-way, the Metro Blue Line may produce significant noise, vibration, visual, lighting and potential air quality impacts. The potential impacts resulting from the Metro Blue Line were adequately considered and analyzed in the respective topical sections of the EIR (specifically, in the aesthetics, air quality, and noise sections of the EIR). Please refer to each of these respective topical sections for the analysis, findings and conclusions.

The commenter also stated that a recorded Noise Easement Deed in favor of Metro is required for development adjacent to the facility (Metro Blue Line), and that any identified potential mitigations required for the project must be borne by the developers of the project and not Metro. At the time of submittal of individual development projects within the Specific Plan area (specifically, development proposed adjacent to the Metro Blue Line) and in coordination with Metro, the City will ensure that recorded



## 2. Response to Comments

Noise Easement Deeds in favor of Metro are provided by individual project applicants/developers. The Metro request will be ensured through the City's development review process and added as a policy to the Specific Plan.

Additionally, the City concurs that any identified potential mitigations required for individual development projects that would be accommodated by the Specific Plan will be borne by the applicant/developer of the project and not Metro. Compliance with and implementation of any such mitigation will be ensured through the City's development review process.


A3-3 The comment is noted. The City will continue to collaborate with Metro to effectuate policies and implementation activities that promote transit supportive communities and reduce pedestrian/bike and bus conflicts.

A3-4 Impacts associated with development that would be accommodated by the Specific Plan were documented in the TIA prepared for the Specific Plan (see Appendix I of the DEIR). Chapter 7 of TIA discusses the CMP and documents the results of the CMP analysis requirements. As noted in Chapter 7, the only CMP-designated intersection where the Specific Plan is expected to add more than 50 peak hour trips is the PCH/Orange Avenue intersection. The project's impacts at that location were found to be less than significant.

Additionally, the NOP process for the Specific Plan included notification of all responsible agencies, including Caltrans. Please see response to Comment A1-1 of the Caltrans comment letter (Letter A1) related to further evaluation of Caltrans facilities.

## 2. Response to Comments

LETTER A4 – County Sanitation Districts of Los Angeles County (2 pages)



### COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
[www.lacsd.org](http://www.lacsd.org)

**GRACE ROBINSON HYDE**  
*Chief Engineer and General Manager*

February 25, 2016  
Ref File No.: 3586660

Mr. Craig Chalfant, Planner  
Development Services Department  
City of Long Beach  
333 West Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, CA 90802

Dear Mr. Chalfant:

**Comment Letter for the Midtown Specific Plan**

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on January 14, 2016. The proposed project is located within the jurisdictional boundaries of District No. 3. We offer the following comments regarding sewerage service:

**3. PROJECT DESCRIPTION**

1. **Page 3-11**, in Table 3-1 – Based on the Districts’ average wastewater generation factors, an additional 1,736 dwelling units, 368,932 square feet of commercial structure, 27 hospital beds, and 81 hotel rooms would increase average wastewater flow from the City by approximately 584,763 gallons per day. For a copy of these factors, go to [www.lacsd.org](http://www.lacsd.org), Wastewater & Sewer Systems, click on Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link. A4-1

**5.14 UTILITIES AND SERVICE SYSTEMS**

1. **Page 5.14-1**, under the County Sanitation Districts of Los Angeles County section – In determining the impact to the Sewerage System and applicable connection fees, the Districts’ Chief Engineer will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727. A4-2
2. **Page 5.14-5**, under the Wastewater Treatment section – The Joint Water Pollution Control Plant (JWPCP) currently processes an average flow of 261 million gallons per day (mgd). A4-3
3. **Page 5.14-6**, under the Wastewater Generation and Treatment Capacity section – The expected increase in average wastewater flow from the proposed project is 584,763 gallons per day as discussed in comment item no. 1 under 3. Project Description. A4-4

City of Long Beach  
**RECEIVED**  
FEB 29 2016  
Planning Bureau

DOC: #3630723.D05

## 2. Response to Comments

Mr. Craig Chalfant

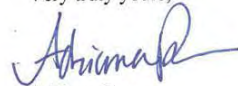
-2-

February 25, 2016

4. **Page 5.14-7**, at the top of the page – The JWPCP currently processes an average flow of 261 mgd. Although there is approximately 139 mgd residual capacity at the JWPCP, there are other proposed developments in the area. The availability of trunk sewer capacity should be verified as individual projects advance. | A4-5
5. **Page 5.14-7**, under the Sewer Conveyance System section - The expected increase in average wastewater flow from the proposed project is 584,763 gallons per day as discussed in comment item no. 1 under 3. Project Description. | A4-6

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,



Adriana Raza  
Customer Service Specialist  
Facilities Planning Department

AR:ar

cc: E. Stewart

DOC: #3630723.D03

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## 2. Response to Comments

### A4. **Response to Comments from County Sanitation Districts of Los Angeles, Adriana Raza, Customer Services Specialist, dated February 25, 2016.**

A4-1 The commenter stated that based on the Sanitation District's average wastewater generation factors, the additional development that would be accommodated by the Specific Plan would increase average wastewater flow from the City by approximately 584,763 gallons per day (gpd). The potential wastewater impacts that would result from implementation of the Specific Plan are detailed in Chapter 5.14, *Utilities and Service Systems*, of the DEIR; specifically in Section 5.14.1, *Wastewater Treatment and Collection*, of Chapter 5.14. As shown in Table 5.14-2, *Estimated Project Wastewater Generation*, and based on the generation factors used in the Infrastructure Technical Report (see Appendix F of the DEIR), buildout under the Specific Plan is estimated to increase wastewater generation by 672,821 gpd, which is 88,058 gpd higher than the quantity noted by the commenter.

As stated in Section 2.2.2 (Existing Sewer Flows per Planning Area) of the Infrastructure Technical Report, the wastewater generation factors used was based on generation factors provided in the City of Long Beach's 2010 Urban Water Management Plan and by the Sanitation District. Although the wastewater generation quantity used quantified in the Infrastructure Technical Report and used in the DEIR (672,821 gpd) differs from the quantity provided by the Sanitation District (584,763 gpd), there is no need to update the wastewater generation numbers or analysis in the DEIR, as the analysis provided in the DEIR is conservative being that it was based on a greater generation number.



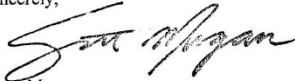
A4-2 The commenter stated that in determining the impact on the sewerage system and applicant connection fees, the Sanitation District's Chief Engineer will determine the user category (e.g., condominium, single-family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. As stated in Chapter 5.14, *Utilities and Service Systems*, of the DEIR (see pg. 5.14-11, first paragraph), all development projects within the Midtown Specific Plan area would require "Will Serve" letters from the Sanitation Districts, in which project-specific flows will be further evaluated by the Sanitation Districts. To ensure sufficient capacity within the trunk sewer lines, the Sanitation Districts would review individual developments projects that would be accommodated by the Midtown Specific Plan in order to determine whether or not sufficient trunk sewer capacity exists to serve each development project and if the Sanitation Districts facilities will be affected by the development project. This would be accomplished through the Sanitation Districts "Will Serve" letter process. Since the "Will Serve" letter process is not a standard City requirement for development projects, it was added as Mitigation Measure USS-2 in the DEIR. Additionally, per Mitigation Measure USS-1, individual project applicants/developers are required to submit a site-specific sewer flow monitoring study prior to the issuance of grading permits.

## 2. Response to Comments

- A4-3        The commenter stated that the Joint Water Pollution Control Plant (JWPCP) currently processes an average flow of 261 million gallons per day (mgd), in lieu of the 263 mgd noted on pg. 5.14-5 of Chapter 5.14, *Utilities and Service Systems*, of the DEIR. In response to the commenter, the text has been corrected on pg. 5.14-5, and elsewhere in Chapter 5.14 where the 263 mgd reference is mentioned, as described in more detail in Section 3, *Revisions to the Draft EIR*, of this FEIR.
- A4-4        See response to Comment A4-1, above.
- A4-5        See responses to Comment A4-2 and A4-3, above.
- A4-6        See response to Comment A4-1, above.

## 2. Response to Comments

LETTER A5 – State Clearinghouse (3 pages)

	<p>STATE OF CALIFORNIA GOVERNOR'S OFFICE <i>of</i> PLANNING AND RESEARCH STATE CLEARINGHOUSE AND PLANNING UNIT</p>	
<p>EDMUND G. BROWN JR. GOVERNOR</p>		<p>KEN ALEX DIRECTOR</p>
<p>February 26, 2016</p>		
<p>Craig Chalfant City of Long Beach 333 W. Ocean Boulevard Long Beach, CA 92802</p>		
<p>Subject: Midtown Specific Plan SCH#: 2015031034</p>		
<p>Dear Craig Chalfant:</p>		
<p>The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on February 25, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.</p>		<p>A5-1</p>
<p>Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.</p>		
<p>Sincerely,  Scott Morgan Director, State Clearinghouse</p>		
<p>1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044 (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov</p>		

## 2. Response to Comments

<b>Document Details Report</b>	
<b>State Clearinghouse Data Base</b>	
<b>SCH#</b>	2015031034
<b>Project Title</b>	Midtown Specific Plan
<b>Lead Agency</b>	Long Beach, City of
<hr/>	
<b>Type</b>	EIR Draft EIR
<b>Description</b>	Two-family Residential, standard lot (R-2-N); Moderate-Density Multifamily Residential (R-4-R); Community Commercial Automobile-Oriented (CCA)/Regional Highway Commercial (CHW)/Highway Commercial (CH)/Neighborhood Commercial Automobile-Oriented (CAN)/Neighborhood Pedestrian-Oriented Commercial (CNP)/Community R 4 N Commercial (CCN); Planned Development District (PD) 22, PD 25 and PD-29; Institutional (I); Park (P); and Public Right-of-Way (PR).
<hr/>	
<b>Lead Agency Contact</b>	
<b>Name</b>	Craig Chalfant
<b>Agency</b>	City of Long Beach
<b>Phone</b>	562-570-6368
<b>email</b>	
<b>Address</b>	333 W. Ocean Boulevard
<b>City</b>	Long Beach
<b>State</b>	CA
<b>Zip</b>	92802
<hr/>	
<b>Project Location</b>	
<b>County</b>	Los Angeles
<b>City</b>	Long Beach
<b>Region</b>	
<b>Lat / Long</b>	34° 47' 50" N / 118° 11' 22" W
<b>Cross Streets</b>	Long Beach Boulevard from Anaheim Street (south) to Wardlow Avenue (north)
<b>Parcel No.</b>	Various
<b>Township</b>	4S
<b>Range</b>	013W
<b>Section</b>	
<b>Base</b>	SB
<hr/>	
<b>Proximity to:</b>	
<b>Highways</b>	SR-1, I-405, I-710
<b>Airports</b>	Long Beach (LGB)
<b>Railways</b>	Metro Blue Line, Union Pacific
<b>Waterways</b>	LA River, LA Harbor, Dominguez Channel, Compton Creek
<b>Schools</b>	Various
<b>Land Use</b>	General Plan Land Use Designations - Land Use District No.'s 1 (Single Family), 2 (Mixed Style Homes), 3A - Townhomes District, Land Use District No. 3B - Moderate Density Residential District; Land Use District No. 7 - Mixed Use District; Land Use District No. 8A - Traditional Retail Strip Commercial District, Land Use District No. 8N - Shopping Nodes District; Land Use District No. 8R - Mixed Retail/Residential Strip District; Land Use District No. 9G - General Industry District; Land Use District No. 10 - Institutional/School District; and Land Use District No. 11 - Open Space/Park District.
<hr/>	
<b>Project Issues</b>	Air Quality; Agricultural Land; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual; Economics/Jobs
<hr/>	
<b>Reviewing Agencies</b>	Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 7; Air Resources Board; Department of Housing and Community Development; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission
<hr/>	
Note: Blanks in data fields result from insufficient information provided by lead agency.	

## 2. Response to Comments

<b>Document Details Report</b> <b>State Clearinghouse Data Base</b>		
<i>Date Received</i>	<i>Start of Review</i>	<i>End of Review</i>
01/12/2016	01/12/2016	02/25/2016

Note: Blanks in data fields result from insufficient information provided by lead agency.



## 2. Response to Comments

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## 2. Response to Comments

**A5. Response to Comments from Scott Morgan, Director, State Clearinghouse, dated February 25, 2016.**

A5-1 The comment acknowledges that the City of Long Beach has complied with State Clearinghouse review requirements for the Draft Environmental Impact Report (DEIR), pursuant to CEQA. The comment also acknowledges that the State Clearinghouse received the revised DEIR and submitted it to select state agencies for review. As noted in the comment letter, no state agencies submitted comments by or before the closing date of the review period. The comment is acknowledged and no response is necessary.

## 2. Response to Comments

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## 3. Revisions to the Draft EIR

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### 3.1 INTRODUCTION

This section contains revisions to the DEIR based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of DEIR publication; and/or (3) typographical errors. This section also includes additional mitigation measures to fully respond to commenter concerns as well as provide additional clarification to mitigation requirements included in the DEIR. The provision of these additional mitigation measures does not alter any impact significance conclusions as disclosed in the DEIR. Changes made to the DEIR are identified here in ~~strikeout text~~ to indicate deletions and in underlined text to signify additions.

### 3.2 DEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

The following text has been revised in response to comments received on the DEIR.

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Pages 1-7 and 1-8, Chapter 1, *Executive Summary*, Section 1.5, *Summary of Project Alternatives*. The following text is modified to provide a minor correction, consistent with the revisions made to Chapter 5.2, *Air Quality*, Sections 5.2-7, *Mitigation Measures*, and 5.2-8, *Level of Significance After Mitigation*, below.

---

## 1.5 SUMMARY OF PROJECT ALTERNATIVES

### Air Quality

- **Impact 5.2-2:** The Proposed Project would generate long-term emissions that exceed the South Coast Air Quality Management District's regional operational significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin. Incorporation of Mitigation Measures AQ-4 ~~through AQ-6~~ and AQ-5 would reduce operation-related criteria air pollutants generated from stationary and mobile sources. Mitigation Measures AQ-5 ~~and AQ-6~~ would encourage and accommodate the use of alternative-fueled vehicles and nonmotorized transportation, as would the provisions of the Midtown Specific Plan. For example, the Midtown Specific Plan specifies electric vehicle charging and bicycle parking requirements for residential development in accordance with the CALGreen Code. However, despite adherence to Mitigation Measures AQ-4 ~~through AQ-6~~ and AQ-5 and the provisions of the Midtown Specific Plan, Impact 5.2-2 would remain **significant and unavoidable** due to the magnitude of land use development associated with the Proposed Project.

### 3. Revisions to the Draft EIR

#### Greenhouse Gas Emissions

- **Impact 5.5-1:** Buildout of the Proposed Project would result in a substantial increase in GHG emissions compared to existing conditions and would not meet the South Coast Air Quality Management District's Year 2035 Target efficiency metric of 2.4 metric tons of CO<sub>2</sub>e per year per service population or the long-term GHG reduction goal under Executive Order S-3-05. Mitigation Measures ~~AQ-4 through AQ-6~~ and AQ-5, as well as provisions of the Midtown Specific Plan (e.g., requirements for electric vehicle charging and bicycle parking requirements for residential development), would encourage and accommodate use of alternative-fueled vehicles and nonmotorized transportation and ensure that GHG emissions from the buildout of the Proposed Project would be minimized. However, additional statewide measures would be necessary to reduce GHG emissions under the Proposed Project to meet the long-term GHG reduction goals under Executive Order S-3-05, which identified a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050, and Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent below 1990 levels by 2030. The new Executive Order B-30-15 requires the California Air Resources Board to prepare another update to the Scoping Plan to address the 2030 target for the state. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under Executive Order S-3-05 or the new Executive Order B-30-15. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology. Since no additional statewide measures are currently available, Impact 5.5-1 would remain **significant and unavoidable**.

---

Pages 2-4 and 2-5, Chapter 2, *Introduction*, Section 2.3.3, *Significant Unavoidable Adverse Impacts*. The following text is modified to provide a minor correction, consistent with the revisions made to Chapter 5.2, *Air Quality*, Sections 5.2-7, *Mitigation Measures*, and 5.2-8, *Level of Significance After Mitigation*, below.

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### 2.3.3 Significant Unavoidable Adverse Impacts

#### Air Quality

- **Impact 5.2-2:** The Proposed Project would generate long-term emissions that exceed the South Coast Air Quality Management District's regional operational significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin. Incorporation of Mitigation Measures ~~AQ-4 through AQ-6~~ and AQ-5 would reduce operation-related criteria air pollutants generated from stationary and mobile sources. Mitigation Measures ~~AQ-5 and AQ-6~~ would encourage and accommodate the use of alternative-fueled vehicles and nonmotorized transportation, as would the provisions of the Midtown Specific Plan. For example, the Midtown Specific Plan specifies electric vehicle charging and bicycle parking requirements for residential development in accordance with the CALGreen Code. However, despite adherence to Mitigation Measures ~~AQ-4 through AQ-6~~ and AQ-5 and the provisions of the Midtown Specific Plan, Impact 5.2-2 would remain **significant and unavoidable** due to the magnitude of land use development associated with the Proposed Project.

### 3. Revisions to the Draft EIR

#### Greenhouse Gas Emissions

- **Impact 5.5-1:** Buildout of the Proposed Project would result in a substantial increase in GHG emissions compared to existing conditions and would not meet the South Coast Air Quality Management District's Year 2035 Target efficiency metric of 2.4 metric tons of CO<sub>2</sub>e per year per service population or the long-term GHG reduction goal under Executive Order S-3-05. Mitigation Measures ~~AQ-4 through AQ-6~~ and AQ-5, as well as provisions of the Midtown Specific Plan (e.g., requirements for electric vehicle charging and bicycle parking requirements for residential development), would encourage and accommodate use of alternative-fueled vehicles and nonmotorized transportation and ensure that GHG emissions from the buildout of the Proposed Project would be minimized. However, additional statewide measures would be necessary to reduce GHG emissions under the Proposed Project to meet the long-term GHG reduction goals under Executive Order S-3-05, which identified a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050, and Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent below 1990 levels by 2030. The new Executive Order B-30-15 requires the California Air Resources Board to prepare another update to the Scoping Plan to address the 2030 target for the state. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under Executive Order S-3-05 or the new Executive Order B-30-15. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology. Since no additional statewide measures are currently available, Impact 5.5-1 would remain **significant and unavoidable**.

---

Page 5.1-4, Chapter 5.1, *Aesthetics*. The following text is modified to provide a minor correction; to revise the maximum building height mentioned to be consistent with the permitted building height provision outlined in the Midtown Specific Plan.

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The potential aesthetic and visual character impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### Midtown Specific Plan Area

Implementation of the Midtown Specific Plan would allow for approximately 1,700 dwelling units, 369,000 square feet of commercial and employment generating uses, 27 hospital beds, and 81 hotel rooms over existing conditions (see Table 3-1, *Land Use Projections for Midtown Specific Plan Area*). Development within Midtown Specific Plan area would be undertaken by a number of landowners over time, within the framework established by the Midtown Specific Plan.

The visual character of the Midtown Specific Plan area anticipated under the Midtown Specific Plan would vary based on development that would occur in each of the four proposed districts:

- The **Transit Node District** would be characterized by intense building types, including mid- and low-rise podium, mixed-use flex blocks, liners, stacked flats and live-work units. Dependent on individual parcel depth, the minimum and maximum building heights would be three and ~~seven~~ ten stories, respectively. The buildings would offer retail, restaurant, entertainment, and other pedestrian-oriented uses at the street level, with offices and flats above in mixed-use buildings.

### 3. Revisions to the Draft EIR

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Page 5.2-27, Chapter 5.2, *Air Quality*, Section 5.2-6, *Level of Significance Before Mitigation*. The following mitigation measure and text is modified to provide a minor correction.

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#### 5.2.6 Level of Significant Before Mitigation

Upon implementation of regulatory requirements, the following impacts would be less than significant: 5.2-4.

Without mitigation, the following impacts would be **potentially significant**:

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Pages 5.2-29 through 5.2-32, Chapter 5.2, *Air Quality*, Sections 5.2-7, *Mitigation Measures*, and 5.2-8, *Level of Significance After Mitigation*. The following mitigation measure and text is modified to provide a minor correction, as the requirements outlined in this mitigation measures have been included as provisions in the Midtown Specific Plan and are therefore, no longer needed as mitigation.

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#### 5.2.7 Mitigation Measures

##### Impact 5.2-2

##### *Transportation and Motor Vehicles*

~~AQ-5 Prior to issuance of building permits for residential development projects within the Midtown Specific Plan area, the property owner/developer shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Long Beach Building and Safety Bureau prior to issuance of a certificate of occupancy.~~

- ~~■ For multifamily dwellings, electric vehicle charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the CALGreen Code.~~
- ~~■ Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.~~

AQ-65 Prior to issuance of building permits for non-residential development projects within the Midtown Specific Plan area, the property owner/developer shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Long Beach Building and Safety Bureau prior to issuance of a certificate of occupancy.

- For buildings with more than ten tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the CALGreen Code.

### 3. Revisions to the Draft EIR

- Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code.
- Facilities shall be installed to support future electric vehicle charging at each non-residential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.

#### Impact 5.2-5

##### AQ-76

Prior to issuance of building permits for development projects within the Midtown Specific Plan area that include sensitive uses (e.g., residential, day care centers), within the distances identified by the California Air Resources Board's (CARB) *Air Quality and Land Use Handbook*, the property owner/developer shall submit a health risk assessment (HRA) to the City of Long Beach Planning Bureau. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District (SCAQMD).

If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05) or the appropriate noncancer hazard index exceeds 1.0, the following is required prior to issuance of building permits:

- The HRA shall identify the level of high-efficiency Minimum Efficiency Reporting Value (MERV) filter required to reduce indoor air concentrations of pollutants to achieve the cancer and/or noncancer threshold.
- Installation of high efficiency MERV filters in the intake of residential ventilation systems consistent with the recommendations of the HRA, shall be shown on plans. Heating, air conditioning, and ventilation (HVAC) systems shall be installed with a fan unit designed to force air through the MERV filter.
- To ensure long-term maintenance and replacement of the MERV filters in the individual units, the property owner/developer shall record a covenant on the property that requires ongoing implementation of the actions below. The form of the covenant shall be approved by the Long Beach City Attorney's Office prior to recordation.
  - The property owner/developer shall provide notification to all future tenants or owners of the potential health risk for affected units and the increased risk of exposure to diesel particulates when windows are open.
  - For rental units, the property owner/developer shall maintain and replace MERV filters in accordance with the manufacture's recommendations.



### 3. Revisions to the Draft EIR

- For ownership units, the Homeowner's Association shall incorporate requirements for long-term maintenance in the Covenant Conditions and Restrictions and inform homeowners of their responsibility to maintain the MERV filter in accordance with the manufacturer's recommendations.

#### 5.2.8 Level of Significant After Mitigation

##### Impact 5.2-2

Incorporation of Mitigation Measures AQ-4 ~~through AQ-6 and AQ-5~~ would reduce operation-related criteria air pollutants generated from stationary and mobile sources. Mitigation Measures AQ-5 ~~and AQ-6~~ would encourage and accommodate the use of alternative-fueled vehicles and nonmotorized transportation, as would the provisions of the Midtown Specific Plan. For example, the Midtown Specific Plan specifies electric vehicle charging and bicycle parking requirements for residential development in accordance with the CALGreen Code. However, despite adherence to Mitigation Measures AQ-4 ~~through AQ-6 and AQ-5~~ and the provisions of the Midtown Specific Plan, Impact 5.2-2 would remain **significant and unavoidable** due to the magnitude of land use development associated with the Proposed Project.

##### Impact 5.2-5

At buildout, the Proposed Project would result in construction of up to approximately 1,736 new residential units within the Project Site. The residential units would be allowed near sources of toxic air contaminants (e.g., I-405), which have the potential to affect residents of these units. Adherence to Mitigation Measure ~~AQ-7~~ AQ-6 would require property owners/developers of new residential units that are proximate to major sources of toxic air contaminants, as determined by a Health Risk Assessment, to install high-efficiency MERV filters to reduce indoor concentrations particulates (including diesel particulate matter, which comprises the majority of risk) below SCAQMD's threshold. With implementation of Mitigation Measure ~~AQ-7~~ AQ-6, Impact 5.2-5 would be reduced to a level of less than significant.

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Pages 5.3-12 and 5.3-13, Chapter 5.3, *Cultural Resources*, Section 5.3.7, *Mitigation Measures*. The following mitigation measure is modified to provide a minor correction. It should be noted that only the portion of the mitigation measure that required corrections is outlined, and not the entire mitigation measure as provided in the DEIR.

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#### 5.3.7 Mitigation Measures

CUL-2 If based on the intensive-level historical evaluation of a property listed in Table 5.3-2 (List of Properties in the Midtown Specific Plan Area Recommended for Future Evaluation) of the Midtown Specific Plan EIR, as required under Mitigation Measure CUL-1, it is determined that the proposed development or redevelopment project will have a substantial adverse effect on a historical resource, the City of Long Beach shall require the property owner or project applicant/developer to implement the following measures:

- B. Retention/On-Site Relocation- For Proposed Demolition

### 3. Revisions to the Draft EIR

1. If the proposed project includes total demolition of a historical resource, the property owner or project applicant/developer shall first consider an alternative that retains the historical resource and incorporates it into the overall project development as an adaptive re-use of the building, as determined feasible.
2. If the project site permits, the historical resource should be relocated to another location on the site and the resource should be re-incorporated into the overall project, as determined feasible.

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Page 5.8-16, Chapter 5.8, *Land Use and Planning*, Section 5.8.7, *Mitigation Measures*. The following mitigation measure is modified to provide a minor correction.

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#### 5.8.7 Mitigation Measures

LU-1 If the current General Plan Land Use Element update being undertaken by the City of Long Beach, which includes revisions to the land use designations of the current Land Use Map (including the area covered by the Midtown Specific Plan), is not adopted within 12 months after adoption of the Midtown Specific Plan, the City shall initiate a General Plan Amendment to achieve consistency between the General Plan Land Use Element and the Midtown Specific Plan. Specifically, the General Plan Amendment shall require an update to the current Land Use Map in order to change the current General Plan land use designations of the Midtown Specific Plan area to allow for uses and densities set forth in the Midtown Specific Plan.

A future General Plan Amendment may also require revisions to tables and exhibits in the Mobility Element pertaining to roadway classifications and closures associated with the Midtown Specific Plan. The specific roadway closures under the Midtown Specific Plan include 25th Street, 23rd Street, 21st Street, and 15th Street east and west of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach Boulevard; and 14th Street east of Long Beach Boulevard. Roadway amendments will be processed as the time of individual roadway character change projects.

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Pages 5.13-31 and 5.13-32, Chapter 5.13, *Transportation and Traffic*, Section 5.13.7, *Mitigation Measures*. The following mitigation measure is modified to provide a minor correction.

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#### 5.13.7 Mitigation Measures

TRAF -2 Prior to the issuance of occupancy permits for development projects that would be accommodated by the Midtown Specific Plan, project applicants/developers shall make fair-share payments to the City of Long Beach toward construction of the traffic improvements listed below. The following traffic improvements and facilities are necessary to mitigate impacts of the Midtown Specific Plan and shall be included in the fee mechanism(s) to be determined by the City of Long Beach:

### 3. Revisions to the Draft EIR

#### Existing (2014) With Project Improvements

- **Atlantic Avenue and Spring Street:** Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. The intersection is currently built out to capacity and would require right-of-way acquisition by the City of Long Beach.

#### Cumulative Year (2035) With Project Improvements

- **Long Beach Boulevard and Spring Street:** Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 74-foot cross section of Long Beach Boulevard, this improvement could be completed with restriping of the approach.
- **Pacific Avenue and Willow Street:** Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 74-foot cross section of ~~Long Beach Boulevard~~ Pacific Avenue, this improvement could be completed with restriping of the approach.
- **Atlantic Avenue and Willow Street:** Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 50-foot cross section of Atlantic Avenue, this improvement could be completed with restriping of the approach.
- **Atlantic Avenue and Spring Street:** Improve the ~~southbound~~ northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Implementation of this improvement also requires improving the southbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. ~~The intersection is currently built out to capacity and would require right-of-way acquisition by the City of Long Beach.~~
- **Atlantic Avenue and 27th Street:** Construct a traffic signal at the intersection.

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Page 5.14-5, Chapter 5.14, *Utilities and Service Systems*, Section 5.14.1, *Wastewater Treatment and Collection*. The following text is modified in response to Comment A4-3, from the County Sanitation Districts of Los Angeles County.

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#### *Wastewater Treatment*

Under the existing conditions, average daily sewer flows from the Project Site are estimated at 1.03 million gallons per day (Fuscoe 2015). Wastewater discharged from the Project Site is treated at LACSDS's JWPCP, which has capacity of 400 million gallons per day (mgd), and had average daily effluent flows of approximately ~~263~~ 261 mgd in 2014 (LACSD 2015).

### 3. Revisions to the Draft EIR

Page 5.14-7, Chapter 5.14, *Utilities and Service Systems*, Section 5.14.1, *Wastewater Treatment and Collection*. The following text is modified in response to Comments A4-3 and A4-5, from the County Sanitation Districts of Los Angeles County.

As noted above, wastewater from the Midtown Specific Plan area is treated at LACSDS's JWPCP, which has capacity of 400 mgd, and had average daily effluent flows of approximately ~~263~~ 261 mgd in 2014 (LACSD 2015). There is approximately ~~437~~ 139 mgd residual capacity at the JWPCP, which is more than adequate to accommodate the net increase in wastewater generation from development that would be accommodated by the Midtown Specific Plan. Therefore, the Midtown Specific Plan would not require construction of new or expanded wastewater treatment facilities.

Page 5.14-11, Chapter 5.14, *Utilities and Service Systems*, Section 5.14.1, *Wastewater Treatment and Collection*. The following text is modified in response to Comment A4-3, from the County Sanitation Districts of Los Angeles County.

#### Wastewater Treatment

The area considered for cumulative impacts is the service area of the JWPCP, which is owned and operated by the Sanitation Districts. The JWPCP serves approximately 3.5 million people from throughout Los Angeles County. Wastewater flows through the JWPCP are projected to increase from the existing ~~263~~ 261 mgd to 295 mgd in 2035 in proportion to estimated population growth in Los Angeles County over the 2015-2035 period, as shown in Table 5.14-4. The JWPCP has a 400 mgd capacity. Therefore, there is adequate wastewater treatment capacity in the region to accommodate projected future growth, and cumulative impacts to wastewater treatment capacity would be less than significant.

**Table 5.14-4 Projected Cumulative Wastewater Treatment Demand, Joint Water Pollution Control Plant**

JWPCP wastewater flows, 2014	Los Angeles County population <sup>1</sup>				JWPCP Projected Wastewater Flows for 2035
	Estimate for January 2015, CDF	Projection for 2035, SCAG <sup>2</sup>	Increase for 2015-2035	Percent Increase, 2015-2035	
<del>263</del> <u>261</u> mgd	10,136,559	11,353,000	1,216,441	12%	295 mgd

Sources: LACSD 2015; CDF 2015; SCAG 2014; USCB 2015.

Notes: mgd = million gallons per day

<sup>1</sup> Net increase in employment was not added to population growth here in estimating increases in wastewater treatment demand. In 2012 there were about 4.175 million jobs in Los Angeles County while about 3.911 million workers lived in the county (Longitudinal Employment-Household Dynamics, US Census Bureau 2015). Thus, the net inflow of workers into the County, about 264,000, was approximately 6.3 percent of the number of jobs in the County. Therefore, to use the total net increase in employment – in addition to the net increase in population – would result in a large overestimate in wastewater treatment demand.

<sup>2</sup> The 2015-2035 period chosen here for analysis of cumulative impacts is the same period analyzed for cumulative impacts in the project traffic impact analysis.

### 3. Revisions to the Draft EIR

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Page 5.14-34, Chapter 5.14, *Utilities and Service Systems*, Section 5.14.5, *Other Utilities*. The following mitigation measure is modified to provide a minor correction.

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**Impact Analysis:** The potential impacts to ~~solid waste~~ existing and/or proposed electricity and natural gas facilities resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

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Page 5.14-36, Chapter 5.14, *Utilities and Service Systems*, Section 5.14.5, *Other Utilities*. The following mitigation measure is modified to provide a minor correction.

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#### Area Outside the Midtown Specific Plan

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. No new development would occur within this area of the Project Site. Therefore, no impacts to existing and/or proposed electricity and natural gas facilities are anticipated to occur.

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Pages 6-1 and 6-2, Chapter 6, *Significant Unavoidable Adverse Impacts*. The following text is modified to provide a minor correction, consistent with the revisions made to Chapter 5.2, *Air Quality*, Sections 5.2-7, *Mitigation Measures*, and 5.2-8, *Level of Significance After Mitigation*, above.

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#### **Air Quality**

- **Impact 5.2-2:** The Proposed Project would generate long-term emissions that exceed the South Coast Air Quality Management District's regional operational significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin. Incorporation of Mitigation Measures AQ-4 ~~through AQ-6~~ and AQ-5 would reduce operation-related criteria air pollutants generated from stationary and mobile sources. Mitigation Measures AQ-5 ~~and AQ-6~~ would encourage and accommodate the use of alternative-fueled vehicles and nonmotorized transportation, as would the provisions of the Midtown Specific Plan. For example, the Midtown Specific Plan specifies electric vehicle charging and bicycle parking requirements for residential development in accordance with the CALGreen Code. However, despite adherence to Mitigation Measures AQ-4 ~~through AQ-6~~ and AQ-5 and the provisions of the Midtown Specific Plan, Impact 5.2-2 would remain **significant and unavoidable** due to the magnitude of land use development associated with the Proposed Project.

### 3. Revisions to the Draft EIR

#### Greenhouse Gas Emissions

- **Impact 5.5-1:** Buildout of the Proposed Project would result in a substantial increase in GHG emissions compared to existing conditions and would not meet the South Coast Air Quality Management District's Year 2035 Target efficiency metric of 2.4 metric tons of CO<sub>2</sub>e per year per service population or the long-term GHG reduction goal under Executive Order S-3-05. Mitigation Measures ~~AQ-4 through AQ-6~~ and AQ-5, as well as provisions of the Midtown Specific Plan (e.g., requirements for electric vehicle charging and bicycle parking requirements for residential development), would encourage and accommodate use of alternative-fueled vehicles and nonmotorized transportation and ensure that GHG emissions from the buildout of the Proposed Project would be minimized. However, additional statewide measures would be necessary to reduce GHG emissions under the Proposed Project to meet the long-term GHG reduction goals under Executive Order S-3-05, which identified a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050, and Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent below 1990 levels by 2030. The new Executive Order B-30-15 requires the California Air Resources Board to prepare another update to the Scoping Plan to address the 2030 target for the state. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under Executive Order S-3-05 or the new Executive Order B-30-15. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology. Since no additional statewide measures are currently available, Impact 5.5-1 would remain **significant and unavoidable**.

---

Pages 7-3 and 7-4, Chapter 7, *Alternatives*, Section 7.2, *Significant and Unavoidable Impacts*. The following text is modified to provide a minor correction, consistent with the revisions made to Chapter 5.2, *Air Quality*, Sections 5.2-7, *Mitigation Measures*, and 5.2-8, *Level of Significance After Mitigation*, above.

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## 7.2 SIGNIFICANT AND UNAVOIDABLE IMPACTS

The following significant and unavoidable impacts are identified in Chapter 5, Environmental Analysis, of this Draft EIR:

#### Air Quality

- **Impact 5.2-2:** The Proposed Project would generate long-term emissions that exceed the South Coast Air Quality Management District's regional operational significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin. Incorporation of Mitigation Measures ~~AQ-4 through AQ-6~~ and AQ-5 would reduce operation-related criteria air pollutants generated from stationary and mobile sources. Mitigation Measures ~~AQ-5 and AQ-6~~ would encourage and accommodate the use of alternative-fueled vehicles and nonmotorized transportation, as would the provisions of the Midtown Specific Plan. For example, the Midtown Specific Plan specifies electric vehicle charging and bicycle parking requirements for residential development in accordance with the CALGreen Code. However, despite adherence to Mitigation Measures ~~AQ-4 through AQ-6~~ and AQ-5 and the provisions of the Midtown Specific Plan, Impact 5.2-2 would remain **significant and unavoidable** due to the magnitude of land use development associated with the Proposed Project.

### 3. Revisions to the Draft EIR

#### Greenhouse Gas Emissions

- **Impact 5.5-1:** Buildout of the Proposed Project would result in a substantial increase in GHG emissions compared to existing conditions and would not meet the South Coast Air Quality Management District's Year 2035 Target efficiency metric of 2.4 metric tons of CO<sub>2</sub>e per year per service population or the long-term GHG reduction goal under Executive Order S-3-05. Mitigation Measures ~~AQ-4 through AQ-6~~ and AQ-5, as well as provisions of the Midtown Specific Plan (e.g., requirements for electric vehicle charging and bicycle parking requirements for residential development), would encourage and accommodate use of alternative-fueled vehicles and nonmotorized transportation and ensure that GHG emissions from the buildout of the Proposed Project would be minimized. However, additional statewide measures would be necessary to reduce GHG emissions under the Proposed Project to meet the long-term GHG reduction goals under Executive Order S-3-05, which identified a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050, and Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent below 1990 levels by 2030. The new Executive Order B-30-15 requires the California Air Resources Board to prepare another update to the Scoping Plan to address the 2030 target for the state. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under Executive Order S-3-05 or the new Executive Order B-30-15. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology. Since no additional statewide measures are currently available, Impact 5.5-1 would remain **significant and unavoidable**.

## Midtown Specific Plan

Date: April 7, 2016

Pursuant to Section 21.25.106 of the Long Beach Municipal Code, the Planning Commission shall recommend approval of a change of text of zoning regulations and/or rezoning property if it complies with State and Local regulations. The zoning change can be granted only when positive findings are made consistent with the following criteria set forth in the municipal code.

1. THE PROPOSED CHANGE WILL NOT ADVERSLY AFFECT THE CHARACTER, LIVABILITY OR APPROPRIATE DEVELOPMENT OF THE SURROUNDING AREA;

**The Specific Plan is the result of extensive public outreach, research of existing conditions, market studies and ultimately proposed regulations to realize a community vision for improvement of the project area. A comprehensive Environmental Impact Report (EIR) has been prepared to study any potential impacts from the proposed project. The EIR did not find significant impacts to aesthetics, historic resources or other aspect of character. In other impact areas mitigations are imposed to the degree feasible and all impacts are limited. For those impacts that remain significant (Air Quality, Greenhouse Gases and Noise) a statement of overriding consideration has been prepared that sets forth the reasons and tradeoffs made in relation to those impacts.**

**The plan seeks to improve livability through the creation of new green and open spaces, public gathering spaces, goods, services and housing for current and future residents as well as improved mobility options for all. The plan is expected to improve livability through its five guiding principles: enhanced mobility and complete streets, safety and wellness, a sustainable future, supporting urban amenities and working with and for the community.**

**Specifically the plan will improve livability by improving the design and function of the urban built environment. Improved crosswalks, sidewalks, bus routes and transit infrastructure directly improves public safety by decreasing pedestrian-involved collisions and indirectly by improving the experience of traveling on the street, whether by foot, bicycle, transit or car. Once implemented the plan will provide additional housing, shopping and employment opportunities that often translate to improve liveability.**

**No adverse change to the character of the area, such as the destruction of existing culturally significant structures, or the physical dividing of existing communities, are permitted, contemplated nor expected. The Spcific Plan includes design guidelines and development standards necessary to protect the cohesion of the neighborhood and bring in new amenities that are complementary to existing residents and structures. New development is**



conditioned to be appropriate to its location along a transit corridor in a developed urban portion of the City.

2. THE PROPOSED CHANGE IS CONSISTENT WITH THE GOALS, OBJECTIVES AND PROVISIONS OF THE GENERAL PLAN;

The Midtown Specific Plan is compatible with the general goals, policies and designations within the City's General Plan Land Use Element. The existing General Plan Land Use Element identifies the the Specific Plan area for mixed-use, commercial, residential, medical and open-space/recreation uses (LUE map grid 9 & 15). These uses are consistent with Table 3-2 which establishes permitted uses in the Specific Plan. Land Use Element goals are also advanced by the proposed specific plan, including: economic development, new housing construction, affordable housing, and functional transportation (LUE p. 17-19). The plan is also consistent with the Land Use Element generalized concept of redirecting and concentrating commercial facilities in significant centers and along major arterials accommodating higher density housing (LUE p.49).

The goals of the General Plan have been integrated into the Midtown Specific Plan and are discussed in relation to the three elements—Land Use, Mobility and Housing—that have the greatest influence in guiding the vision and goals of the Midtown Specific Plan. For example, the General Plan 2035 Mobility Element outlines the vision, goals, policies, and implementation measures required to improve and enhance the City's local and regional transportation system, which includes the Long Beach Boulevard corridor. The Midtown Specific Plan and Mobility Element are consistent in their values and vision relative to circulation. Creating an efficient, balanced, multimodal mobility network is a priority for both plans. Specifically, the mobility and streetscape plan for the Midtown Specific Plan is guided by the City's General Plan Mobility Element. Although Long Beach Boulevard is already a multi-modal corridor, the mobility and streetscape plan of the Midtown Specific Plan puts an emphasis on integrating autos, public transit, bicycles, and pedestrians into a complete street. The complete streets network for the Midtown Specific Plan area consists of four types of facilities—pedestrian, bicycle, vehicular, and public transit. Synchronizing traffic signals, reconfiguring streets and freeway ramps, and applying a context-sensitive approach to balance the mobility system along Long Beach Boulevard are just a few of the strategies that will help to create a safe and enjoyable area for all users of the corridor. The streetscape plan would also include improvements to Long Beach Boulevard and its cross-streets (e.g., Spring Street, Willow Street, and Pacific Coast Highway). The updated street designs for the Midtown Specific Plan area combine the existing amenities along the corridor with new features such as additional bike lanes, wider sidewalks, new street lighting, landscaping buffers, and improved intersection crossings.

**Additionally, the General Plan Housing Element is a tool to guide the City in planning for present and future housing needs, including strategies and programs to improve development regulations and accommodate future growth targets for housing affordable to all household incomes. The Midtown Specific Plan promotes the economic and aesthetic revitalization of Long Beach Boulevard, including infill residential development projects. It promotes a mix of uses and levels of residential intensity that benefit from existing and future mobility options. Higher density residential uses in within the Midtown Specific Plan area could also be used to address lower income housing needs. A homeless shelter overlay was also considered by the City for the Midtown Specific Plan area but was not selected. However, the City maintains zoning designations in other areas of the City that provide sufficient by-right locations for homeless shelters.**

**The plan and EIR identify structures of historic significance and those that require further future study consistent with the Historic Preservation Element of the General Plan. The plan focuses on enhancing existing open space and creating new open space opportunities through private open space, plaza and event space, parklets and flexible space. This is consistent with the Open Space Element goals of adding recreation open space and recreation facilities in the areas of the City that are most underserved (OSE see Goal 4.3 at p. 25), increasing recreation resources and supplement publicly owned recreation resources with privately owned recreation resources (OSE Goal 4.6), and assuring general plan and zoning protections for open space (OSE Policy 4.4).**

**Likewise the Specific Plan focuses on facilitating live, work and play by foot, bicycle and transit. These efforts will eliminate vehicle trips and reduce vehicle miles traveled consistent with the City's Air Quality Element (AQE p.7).**

**The Specific Plan area is not within the Coastal Zone, is not a scenic route or highway and does not contain significant mineral resources therefore the Conservation, Scenic Routes and LCP General Plan elements do not apply. The plan does include provisions for lighting and increasing activity to promote public safety consistent with the Public Safety Element goal of promoting the redevelopment of areas, which may present safety problems. (PSE p.14). New projects will also meet current seismic safety regulations consistent with Seismic Safety Element goal of providing a safe urban environment (SE p.9).**

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1 RESOLUTION NO.

2  
3 A RESOLUTION OF THE CITY COUNCIL OF THE  
4 CITY OF LONG BEACH CERTIFYING THAT THE FINAL  
5 ENVIRONMENTAL IMPACT REPORT FOR THE MIDTOWN  
6 SPECIFIC PLAN (STATE CLEARINGHOUSE NO.  
7 2015031034) HAS BEEN COMPLETED IN ACCORDANCE  
8 WITH THE PROVISIONS OF THE CALIFORNIA  
9 ENVIRONMENTAL QUALITY ACT AND STATE AND LOCAL  
10 GUIDELINES AND MAKING CERTAIN FINDINGS AND  
11 DETERMINATIONS RELATIVE THERETO; ADOPTING A  
12 STATEMENT OF OVERRIDING CONSIDERATIONS; AND A  
13 MITIGATION MONITORING AND REPORTING PROGRAM  
14 (MMRP)

15  
16 WHEREAS, the City of Long Beach has proposed the Midtown Specific  
17 Plan ("Project") to replace the Long Beach Boulevard Planned Development District (PD-  
18 29) with the goal of bringing new high-quality development to the transit corridor along  
19 portions of Long Beach Boulevard. The Project site is generally situated east of Pacific  
20 Avenue, west of Atlantic Avenue, north of Anaheim Street, and south of Wardlow Road  
21 and is a corridor along Long Beach Boulevard just north of downtown Long Beach. It  
22 consists of two areas: the Midtown Specific Plan area and an area outside of, but  
23 adjacent to the Midtown Specific Plan. The Midtown Specific Plan spans approximately  
24 369 acres. The area outside the Midtown Specific Plan covers approximately four acres  
25 around Daryle Black Park. Both areas make up the Project Site. For purposes of CEQA,  
26 the Proposed Project analyzed in the Draft Environmental Impact Report (DEIR) consists  
27 of adoption of the Midtown Specific Plan and extraction of the two residential blocks  
28 around Daryle Black Park from PD-29 and retention of the underlying conventional

1 zoning designations already in place for these two residential blocks.

2 The Project is more fully described in the DEIR, a copy of which DEIR,  
3 including the complete Proposed Project description, is incorporated herein by this  
4 reference as though set forth in full, word for word.

5 WHEREAS, Project implementation will require certification of the Final  
6 Environmental Impact Report (EIR), approval of zoning amendments, amendments to  
7 PD-22, and PD-25, and the repeal of PD-29;

8 WHEREAS, the City began an evaluation of the proposed project by issuing  
9 a Notice of Preparation (NOP) that was circulated from March 9, 2015 to April 7, 2015. A  
10 Notice of Availability (NOA) was prepared and filed with the State Office of Planning and  
11 Research on January 12, 2016. The Draft Environmental Impact Report was completed  
12 on January 7, 2014, and circulated between January 12, 2016 and February 26, 2016;

13 WHEREAS, on April 25, 2016, the Planning Commission conducted duly  
14 noticed public hearings on the DEIR and FEIR and the Project. At said time, the  
15 Planning Commission determined that the DEIR and FEIR were fully compliant with  
16 CEQA and the CEQA Guidelines and recommended that the City Council certify the  
17 Environmental Impact Report as being fully compliant with CEQA and that the City  
18 Council approve all applied for project entitlements as previously described in this  
19 resolution and in the DEIR.

20 WHEREAS, implementation and construction of the Project constitutes a  
21 "project" as defined by CEQA, Public Resources Code Sections 21000 et seq., and the  
22 City of Long Beach is the Lead Agency for the Project under CEQA;

23 WHEREAS, it was determined during the initial processing of the Project  
24 that it could have potentially significant effects on the environment, requiring the  
25 preparation of an EIR;

26 WHEREAS, the City prepared full and complete responses to the  
27 comments received on the DEIR, and distributed the responses in accordance with  
28 Public Resources Code section 21092.5;

1           WHEREAS, the City Council has reviewed and considered the information  
2 in and the comments to the DEIR and the responses thereto, and the Final  
3 Environmental Impact Report ("FEIR") at a duly noticed City Council meeting held on  
4 May 24, 2016, at which time evidence, both written and oral, was presented to and  
5 considered by the City Council;

6           WHEREAS, the City Council has read and considered all environmental  
7 documentation comprising the FEIR, including the DEIR, comments and the responses to  
8 comments, and any errata included in the FEIR, and has determined that the FEIR  
9 considers all potentially significant environmental impacts of the Project and is complete  
10 and adequate and fully complies with all requirements of CEQA;

11           WHEREAS, the City Council evaluated and considered all significant  
12 impacts, mitigation measures, and project alternatives identified in the FEIR;

13           WHEREAS, CEQA and the State CEQA Guidelines require that where the  
14 decision of a public agency allows the occurrence of significant environmental effects that  
15 are identified in the EIR, but are not mitigated to a level of insignificance, that the public  
16 agency state in writing the reasons to support its action based on the EIR and/or other  
17 information in the record; and

18           WHEREAS, it is the policy of the City, in accordance with the provisions of  
19 CEQA and the State CEQA Guidelines, not to approve a project unless (i) all significant  
20 environmental impacts have been avoided or substantially lessened to the extent  
21 feasible, and (ii) any remaining unavoidable significant impacts are outweighed by  
22 specific economic, legal, social, technological, or other benefits of the project, and  
23 therefore considered "acceptable" under State CEQA Guidelines section 15093.

24           NOW, THEREFORE, the City Council of the City of Long Beach does  
25 hereby find, determine and resolve that:

26           Section 1. All of the above recitals are true and correct and are  
27 incorporated herein as though fully set forth.

28           Section 2. The City Council finds that the FEIR is adequate and has

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1 been completed in compliance with CEQA and the State CEQA Guidelines.

2 Section 3. The City Council finds that the FEIR, which reflects the City  
3 Council's independent judgment and analysis, is hereby adopted, approved, and certified  
4 as complete and adequate under CEQA.

5 Section 4. Pursuant to Public Resources Code Section 21081 and State  
6 CEQA Guidelines section 15091, the City Council has reviewed and hereby adopts the  
7 CEQA Findings and Facts in Support of Findings for the Midtown Specific Plan as shown  
8 on the attached Exhibit "A", which document is incorporated herein by reference as  
9 though set forth in full, word for word.

10 Section 5. The City Council finds that on balance, there are specific  
11 considerations associated with the proposed Project that serve to override and outweigh  
12 those Project impacts that cannot be mitigated to a level of insignificance, and the City  
13 Council hereby adopts that certain document, and the contents thereof, entitled  
14 "Statement of Overriding Considerations" for the Midtown Specific Plan, a copy of which  
15 document is attached hereto as Exhibit "B" and incorporated herein by this reference as  
16 though set forth in full, word for word.

17 Section 6. Although the FEIR identifies certain significant environmental  
18 effects that would result if the Project is approved, most environmental effects can  
19 feasibly be avoided or mitigated and will be avoided or mitigated by the imposition of  
20 mitigation measures included with the FEIR. Pursuant to Public Resources Code Section  
21 21081.6, the City Council has reviewed and hereby adopts the Mitigation Monitoring and  
22 Reporting Program ("MMRP") as shown on Exhibit "C", which document is incorporated  
23 herein by reference as though set forth in full, word for word, together with any adopted  
24 corrections or modifications thereto, and further finds that the mitigation measures  
25 identified in the FEIR are feasible, and specifically makes each mitigation measure a  
26 condition of project approval.

27 Section 7. Pursuant to State CEQA Guidelines section 15091(e), the  
28 record of proceedings relating to this matter has been made available to the public at,

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1 among other places, the Department of Development Services, 333 West Ocean  
2 Boulevard, 5th Floor, Long Beach, California, and is, and has been, available for review  
3 during normal business hours.

4 Section 8. The information provided in the various staff reports submitted  
5 in connection with the Project, the corrections and modifications to the DEIR, and FEIR  
6 made in response to comments and any errata which were not previously re-circulated,  
7 and the evidence presented in written and oral testimony at the public hearing, do not  
8 represent significant new information so as to require re-circulation of the DEIR or FEIR  
9 pursuant to the Public Resources Code.

10 Section 9. This resolution shall take effect immediately upon its adoption  
11 by the City Council, and the City Clerk shall certify the vote adopting this resolution.

12 I hereby certify that the foregoing resolution was adopted by the City  
13 Council of the City of Long Beach at its meeting of \_\_\_\_\_, 2016, by the  
14 following vote:

15 Ayes: Councilmembers: \_\_\_\_\_

16 \_\_\_\_\_

17 \_\_\_\_\_

18 \_\_\_\_\_

19 Noes: Councilmembers: \_\_\_\_\_

20 \_\_\_\_\_

21 Absent: Councilmembers: \_\_\_\_\_

22 \_\_\_\_\_

23 \_\_\_\_\_

24 \_\_\_\_\_

25 \_\_\_\_\_

City Clerk

26  
27  
28

**CEQA FINDINGS OF FACT  
FOR THE MIDTOWN SPECIFIC PLAN  
FINAL ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE NO. 2015031034**

**Exhibit A**

**I. BACKGROUND**

The California Environmental Quality Act (CEQA) requires that one or more findings be made by the lead agency in connection with certification of an environmental impact report (EIR) involving one or more significant effects prior to approval of the project pursuant to Sections 15091 and 15093 of the CEQA Guidelines and Section 21081 of the Public Resources Code. This document provides the findings required by CEQA and the specific reasons for considering the project acceptable even though the project has significant impacts that are infeasible to mitigate.

The lead agency is responsible for the adequacy and objectivity of the EIR. The City of Long Beach (City), as lead agency, has subjected the Draft EIR (DEIR) and Final EIR (FEIR) to the agency's own review and analysis. The Long Beach City Council certifies that the DEIR, FEIR, and Findings of Fact reflect the independent judgment of the City.

**A. Project Summary**

The project consists of two areas along Long Beach Boulevard totaling 373 acres, stretching from Anaheim Street on the south to Wardlow Road on the north: 1) the Midtown Specific Plan area spanning approximately 369 acres from Anaheim Street on the south to Spring Street on the north and 2) an area outside of, but adjacent to the Midtown Specific Plan boundary, which consist of approximately 4 acres around Officer Black Park (west of Pasadena Avenue between 21st Street and 20th Street). Both of these areas make up the overall Project Site and constitute the Proposed Project for purposes of CEQA, but are described separately below. Also for purposes of CEQA, the Proposed Project analyzed in the DEIR consists of adoption of the Midtown Specific Plan and extraction of the two residential blocks around Officer Black Park from PD-29 and retention of the underlying conventional zoning designations already in place for these two residential blocks.

In addition to development that would occur within these areas of the Project Site, the Proposed Project includes closure of the following roadway segments to vehicular traffic in order to create parklets (small street parks): 25th Street west of Long Beach Boulevard; 25th Street east of Long Beach Boulevard; 23rd Street west of Long Beach Boulevard; 23rd Street east of Long Beach Boulevard; 21st Street west of Long Beach Boulevard; 21st Street east of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach Boulevard; 15th Street west of Long Beach Boulevard; 15th Street east of Long Beach Boulevard; and 14th Street east of Long Beach Boulevard.

**Midtown Specific Plan Area**

The Midtown Specific Plan provides a framework for the development and improvement of a 369-acre corridor along Long Beach Boulevard. The Specific Plan acts as a bridge between the Long Beach General



Plan and development that would occur within the Midtown Specific Plan area. The Midtown Specific Plan area currently contains approximately 1,900 residential units and a little over 2.6 million square feet of commercial and employment uses, as well as medical facilities with over 950 licensed hospital beds and three hotels with approximately 200 hotel rooms. The Midtown Specific Plan would increase the number of permitted residential units to just over 3,600 units—approximately 1,700 more than existing conditions but about 2,200 less than would be allowed under the current PD-29 zoning.

The Midtown Specific Plan would also increase potential commercial and employment building square footage to just over 2.9 million square feet (a net increase of almost 369,000 square feet over existing conditions), concentrating and intensifying development at key transit and employment nodes. The buildout projections also assume a small increase in the number of licensed hospital beds (27 beds) and the addition of a business hotel with up to 81 hotel rooms.

### **Area Outside the Midtown Specific Plan**

As stated above, the Proposed Project includes an area outside of, but adjacent to the Midtown Specific Plan boundary: the area comprises approximately 4 acres around Officer Black Park, west of Pasadena Avenue between 21st Street and 20th Street. Existing land uses within this area consists of 76 dwelling units and 11,346 square feet associated with the existing church; this area also contains Office Black Park.

Under the Proposed Project, the two residential blocks around Officer Black Park would be extracted from PD 29 and retain its underlying conventional zoning designations, which include Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). The proposed extraction would not require an amendment to the City's zoning map, as the underlying conventional zoning designations are already in place. With the exception of the zoning designation revisions that would be undertaken, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain.

### **Overall Development for Proposed Project (Midtown Specific Plan and Area Outside the Midtown Specific Plan)**

The overall Project Site contains just under 2,000 residential units and approximately 2.6 million square feet of commercial and employment uses, along with just over 950 licensed hospital beds and almost 200 hotel rooms. The Proposed Project would increase the number of permitted residential units to a little under 3,700 dwelling units—roughly 1,700 more than existing conditions. The Proposed Project also increases potential commercial and employment building square footage to approximately 3 million square feet (a net increase of approximately 369,000 square feet over existing conditions), concentrating and intensifying development at key transit, employment, and freeway nodes. The buildout projections also assume a small increase in the number of licensed hospital beds (27 beds) and the addition of a business hotel with up to 81 hotel rooms. The commercial and employment square footage would be substantially less under the Proposed Project compared to what would be allowed under the current PD-29 and conventional zoning, as would the number of dwelling units.

## B. Guiding Principles

The following five guiding principles accompany the vision to guide future development and improvements that would occur within the Midtown Specific Plan area of the Project Site and support citywide efforts to increase non-motorized transportation, promote healthy living options, and work toward a more sustainable future. These guiding principles will aid decision makers in their review of the project and associated environmental impacts:

- **Enhanced Mobility and Complete Streets.** Long Beach Boulevard must evolve to prioritize and enhance the walkability of the corridor, improve mobility options for bicycles and transit riders, and preserve functionality of the corridor as a thoroughfare for automobiles. The addition of trees, landscape, furnishings, and bike lanes; improved pedestrian crossings; and small changes in travel lanes will enhance the public realm experience for all users.
- **Safety and Wellness.** The physical environment plays a critical role in our community's overall health. Providing active and passive park spaces for urban neighborhoods along Long Beach Boulevard is critical to improve health and wellness. A well-designed street creates a safer and more appealing setting for families, bicyclists, and others along the corridor. Additionally, the Plan proposes physical and programmatic connections between health-related institutions, park areas, and the public right-of-way.
- **A Sustainable Future.** The City of Long Beach supports a sustainable future for its residents, its businesses, and the environment. The Midtown area should improve and develop in a sustainable manner by decreasing the reliance on automobiles, reducing the urban heat-island effect, and promoting a balance of jobs and housing.
- **Supporting Urban Amenities.** The supporting amenities serving Midtown must be improved to stimulate reinvestment and attract new development. Midtown must be an enjoyable place to live and do business. Improvements and new development will seek out urban amenities such as attractive rights-of-way, safe and efficient bikeway and pedestrian facilities, parks and parklets, and landscaping enhancements.
- **Working with and for the Community.** The ideas and plans presented in this specific plan were generated by close coordination with the existing resident, business, property owner, and development communities. Working with and for the community does not stop after the adoption of the plan. This plan places special emphasis on coordinating public and private improvements and programming with Long Beach Memorial and other medical facilities in Midtown.

### C. Environmental Review Process

The FEIR includes the DEIR dated January 2016, written comments on the DEIR that were received during the public review period, and written responses to those comments and changes to the DEIR (hereinafter referred to collectively as the FEIR). In conformance with CEQA and the State CEQA Guidelines, the City conducted an extensive environmental review of the Proposed Project. The environmental review process has included:

- Completion of an Initial Study (IS)/ Notice of Preparation (NOP), which concluded that an EIR should be prepared. The NOP was released for a 30-day public review period from March 9 to April 7, 2015. The NOP was posted at the Los Angeles County Clerk's office on March 6, 2015. Copies of the IS were made available for public review at the City of Long Beach and the following libraries: Long Beach Main Library, Burnett Neighborhood Library, Dana Neighborhood Library, and Mark Twain Neighborhood Library.
- Completion of the scoping process where the public was invited by the City to participate in a scoping meeting held on March 25, 2015, at the Veteran's Memorial Park Community Room. The notice of a public scoping meeting was included in the NOP.
- Preparation of a DEIR by the City, which was made available for a 45-day public review period that began January 13, 2016, and closed February 26, 2016. The scope of the DEIR was determined based on the City's NOP and comments received in response to the NOP. Section 2.3, *Scope of this DEIR*, of the DEIR describes the issues identified for analysis in the DEIR. The Notice of Availability (NOA) for the DEIR was sent to interested persons and organizations; the Notice of Completion (NOC) was sent to the State Clearinghouse in Sacramento on January 13, 2016 for distribution to public agencies; posted at the City's Development Services Department; posted on the City's website; and posted at five public libraries in the City. The NOA was posted at the Los Angeles County Clerk's office on January 12, 2016. Copies of the DEIR were made available for public review at the City's Development Services Department and five public libraries in the City.
- Preparation of an FEIR, including the comments and responses to comments on the DEIR. The FEIR contains comments on the DEIR, responses to those comments, and revisions to the DEIR. The FEIR was released for a 10-day agency review period prior to certification of the FEIR.
- Public hearings were held for the Proposed Project, including Planning Commission and City Council hearings.

### D. Record of Findings

For purposes of CEQA and these Findings, the record of proceedings for the Proposed Project consists of the following documents and other evidence, at a minimum:

- The NOP, NOA, NOC and all other public notices issued by the City in conjunction with the Proposed Project.
- The DEIR and FEIR for the Proposed Project.

- All written comments submitted by agencies or members of the public during the public review comment period on the DEIR.
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the DEIR.
- The mitigation monitoring and reporting program.
- The reports and technical memoranda included or referenced in the FEIR.
- All documents, studies, EIRs, or other materials incorporated by reference in the FEIR.
- The resolutions and ordinances adopted by the City in connection with the Proposed Project, and all documents incorporated by reference therein.
- Matters of common knowledge to the City, including but not limited to federal, state, and local laws and regulations.
- Any documents expressly cited in these Findings.
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

#### **E. Custodian and Location of Records**

The documents and other material that constitute the record of proceedings on which these findings are based are located at the City of Long Beach Development Services Department, 333 W. Ocean Boulevard, 5th Floor, Long Beach, CA 90802. The custodian for these documents is the City of Long Beach. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and 14 California Code of Regulations Section 15091(e).

#### **II. FINDINGS OF FACT**

The City of Long Beach, as lead agency, is required under CEQA to make written findings concerning each alternative and each significant environmental impact identified in the DEIR and FEIR.

Specifically, regarding findings, Guidelines Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
  1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the FEIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
  3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the FEIR.
- (b) The findings required by subsection (a) shall be supported by substantial evidence in the record.
  - (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
  - (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
  - (e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.
  - (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The "changes or alterations" referred to in Section 15091(a)(1) may include a wide variety of measures or actions, as set forth in Guidelines Section 15370, including:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

## A. Format

This section summarizes the significant environmental impacts of the Proposed Project, describes how these impacts are to be mitigated, and discusses various alternatives to the project, which were developed in an effort to reduce the remaining significant environmental impacts. All impacts are considered potentially significant prior to mitigation unless otherwise stated in the findings.

The remainder of this section is divided into the following subsections:

Section B, *Summary of Environmental Impacts*, presents the summary of impacts of the Proposed Project.

Section C, *Findings on Impacts Determined to Be Less Than Significant*, presents the impacts of the Proposed Project that were determined in the EIR to be less than significant without the addition of mitigation measures and presents the rationales for these determinations.

Section D, *Findings on Impacts Mitigated to Less Than Significant*, presents significant impacts of the Proposed Project that were identified in the FEIR, the mitigation measures identified in the Mitigation Monitoring and Reporting Program, and the rationales for the findings.

Section E, *Findings on Significant Unavoidable Impacts*, presents significant impacts of the proposed project that were identified in the FEIR, the mitigation measures identified in the Mitigation Monitoring Program, the findings for significant impacts, and the rationales for the findings.

Section F, *Findings on Growth-Inducing Impacts and Significant Irreversible Effects*, presents the growth-inducing impacts and significant irreversible effects of the Proposed Project and the rationales for these determinations.

Section G, *Findings on Project Alternatives*, presents alternatives to the Proposed Project and evaluates them in relation to the findings set forth in Section 15091(a)(3) of the State CEQA Guidelines, which allows a public agency to approve a project that would result in one or more significant environmental effects if the project alternatives are found to be infeasible because of specific economic, social, or other considerations.

## B. Summary of Environmental Impacts

Based on the NOP and DEIR, the following is a summary of the environmental topics considered to have no impact, a less than significant impact, a less than significant impact with incorporation of mitigation measures, and a significant and unavoidable impact.

It should be noted that topics identified as significant and unavoidable contain individual impacts that would be less than significant or less than significant with mitigation.

### No Impact

- Aesthetics (effect on a scenic vista and state scenic highways)
- Agriculture and Forestry Resources (all thresholds/impacts)

- **Biological Resources** (riparian habitat or other sensitive natural community; federally protected wetlands; ordinances protecting biological resources; habitat conservation plan)
- **Cultural Resources** (archeological and paleontological resources; human remains)
- **Geology and Soils** (landslides; use of septic tanks or alternative waste water disposal systems)
- **Hazards and Hazardous Materials** (airport land use plan; private airstrip; wildland fires)
- **Hydrology and Water Quality** (100-year flood hazard; significant risk from flooding; inundation by seiche, tsunami, or mudflow)
- **Land Use and Planning** (divide an established community; habitat conservation plan)
- **Mineral Resources** (all thresholds/impacts)
- **Noise** (noise exposure from private air strip)

**Less Than Significant Impacts**

- **Aesthetics** (visual character degradation; light and glare)
- **Air Quality** (objectionable odors, onsite operation emissions exposure to sensitive receptors)
- **Biological Resources** (candidate, sensitive, or special status species; native resident or migratory fish or wildlife species or corridors, or native wildlife nursery sites)
- **Geology and Soils** (rupture of a known earthquake fault; strong seismic ground shaking; seismic-related ground failure; soil erosion or the loss of topsoil; expansive soil; geologic unit or soil that is unstable)
- **Greenhouse Gas Emissions** (plans adopted for the purpose of reducing GHG emissions)
- **Hazards and Hazardous Materials** (routine transport, use, or disposal of hazardous materials; airport safety hazard; emergency response or evacuation plan)
- **Hydrology and Water Quality** (water quality standards or waste discharge requirements; capacity of existing or planned storm water drainage systems; groundwater recharge; erosion or siltation on- or offsite)
- **Noise** (noise levels in excess of established standards; substantial permanent increase in ambient noise levels; excessive noise levels from public airports and private air strips)
- **Population and Housing** (induce substantial population growth; displacement of substantial numbers of existing housing)
- **Public Services** (substantial adverse physical impacts to fire protection, police protection, schools, parks, or other public facilities)
- **Recreation** (deterioration of parks and recreational facilities; effect on the environment due to the construction or expansion of recreational facilities)

- **Transportation and Traffic** (impacts to congestion management plan facilities; change in air traffic patterns; hazards due to a design feature; inadequate emergency access; adopted policies, plans, and programs for alternative transportation)
- **Utilities and Service Systems** (waste water treatment requirements; construction of new water or waste water treatment facilities or expansion of existing facilities; construction of new storm water drainage facilities or expansion of existing facilities; water supply; waste water treatment capacity; landfill capacity; solid waste regulations)

**Less Than Significant Impacts with Mitigation Incorporated**

- **Air Quality** (expose sensitive receptors to substantial pollutant concentrations)
- **Cultural Resources** (historic resources)
- **Hazards** (significant hazard to the public or the environment from the release of hazardous materials; hazardous emissions impacts to existing or proposed schools; located on a site which is included on a list of hazardous materials)
- **Land Use and Planning** (Conflict with any applicable land use plan, policy, or regulation)
- **Noise** (construction vibration; substantial permanent increase in ambient noise levels; exposure of persons to or generation of noise levels in excess of established standards)
- **Transportation and Traffic** (Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit)
- **Utilities and Service Systems** (wastewater treatment capacity and facilities)

**Significant and Unavoidable Impacts**

- **Air Quality** (air quality management plan compliance; air quality management district thresholds; construction-related criteria air pollutants; exposure of sensitive receptors to elevated concentrations of air pollutants)
- **Greenhouse Gas Emissions** (long-term operational emissions)
- **Noise** (temporary construction noise)

**C. Findings on Impacts Determined to be Less Than Significant**

It was determined that several potential environmental effects would not result from the Proposed Project, or would result but would not have a significant impact on the environment. This determination was made based on the findings of the NOP and DEIR prepared for the project. The following summaries briefly describe those environmental topics that were found not to be significant with implementation of existing regulations, as detailed in each respective topical section of Chapter 5.0 of the DEIR.



## 1. Aesthetics

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**Impact 5.1-1** Future development that would be accommodated by the Proposed Project would alter but not substantially degrade the visual character of the Project Site and its surroundings.

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Support for this environmental impact conclusion is fully discussed starting on page 5.1-4 of Section 5.1, *Aesthetics*, of the DEIR.

The potential aesthetic and visual character impacts resulting from the Proposed Project within each of the areas (Midtown Specific Plan area and area outside the Midtown Specific Plan) of the Project Site are addressed below.

### Midtown Specific Plan Area

Development within Midtown Specific Plan area would be undertaken by a number of landowners over time, within the framework established by the Midtown Specific Plan. The visual character of the Midtown Specific Plan area anticipated under the Midtown Specific Plan would vary based on development that would occur in each of the four proposed districts:

- The **Transit Node District** would be characterized by intense building types, including mid- and low-rise podium, mixed-use flex blocks, liners, stacked flats and live-work units. Dependent on individual parcel depth, the minimum and maximum building heights would be three and seven stories, respectively. The buildings would offer retail, restaurant, entertainment, and other pedestrian-oriented uses at the street level, with offices and flats above in mixed-use buildings.
- The **Corridor District** applies to areas between the Metro Blue Line stations. Therefore, the district is planned for housing and neighborhood-serving uses within walking distance of a Transit Node District. Building types include lined block, stacked flats, courtyard housing, live-work units, rowhouses, and tuck-under units. Multifamily units would also be allowed in two- to four-story buildings. The maximum building height would be between three and five stories depending on the depth of each parcel.
- The **Medical District** would be a comprehensive health campus based on the Long Beach Memorial Medical Center's master planning efforts. The district would have the widest range of building types and multiple parking structures at varying intensity with a maximum building height of seven stories. Emphasis would be placed on enhancing connectivity between the medical center to the business corridor.
- The **Open Space District** would preserve existing community and mini parks, including Veteran Memorial Park, Fellowship Park, Officer Daryle Black Memorial Park, and Fourteenth Street Park. In addition, parklets (small street parks) are proposed along Long Beach Boulevard to provide active and passive park spaces within the urban environment.

The existing character of the Midtown Specific Plan area includes one- to two-story buildings associated with commercial and retail uses, auto-oriented services, motels, and residential uses (single-family and apartments), as well as a few four-story high-density residential developments, would transition into an area with more high-density residential, commercial, employment, and mixed-use land uses. Greater allowable building

heights, building intensity, and allowance of mixed uses in accordance with the uses envisioned and permitted for the aforementioned districts would result in a change to the visual character of the Midtown Specific Plan area, but it would not result in a degradation of visual character or quality.

The Midtown Specific Plan would create a vibrant, multimodal neighborhood for residents, with improved access to services, retail, entertainment, and alternative transportation. The proposed development and design improvements would enhance mobility and complete streets to heighten the pedestrian experience for walkers, shoppers, workers, bicyclists, and users of transit. Planned residential, commercial, and mixed-use buildings would form a consistent matrix of urban fabric that is punctuated by parklets (small street parks). The parklets would not only provide for much needed open space for communities along Long Beach Boulevard, but would also help provide visual relief in this highly urbanized area of the City.

Areas surrounding the existing Metro Blue Line stations in the Transit Node District would experience the greatest amount of transition to take advantage of the transit opportunities and become compatible with the evolving built environment. Concentrating development intensity near the Metro Blue Line stations would help revitalize the commercial-corridor character of Long Beach Boulevard and reinvigorate business investment in the community while also improving the visual quality of the Midtown Specific Plan area by developing new and renovated buildings with a high level of architectural design and quality. In addition, transit-oriented development would enhance safety and mobility to help create complete streets for pedestrians, bicyclists, and transit users.

The Midtown Specific Plan provides design guidelines designed to ensure that the future development projects are visually compatible with surrounding land uses, and establishes detailed development standards that address land use compatibility. The Midtown Specific Plan would ensure high quality and context-sensitive design within the Midtown Specific Plan area through implementation of the design guidelines and development standards. Compliance with the design guideline and development standards would be ensured through the City's development review and building plan check process.

Specifically, future development within the Midtown Specific Plan area would be required to comply with design guidelines of the Midtown Specific Plan, which establish parameters for building design and massing, facades and street walls, open space, circulation and parking, landscaping, signage, public art, and utility areas. These design guidelines would help create a uniform architectural theme for the Midtown Specific Plan area, which currently has no consistent architectural theme, as well as a unique character for each of the four districts of the Midtown Specific Plan (Corridor, Medical, Transit Node, and Open Space Districts). For example, new development within the Transit Node District would be designed with a pedestrian emphasis and architectural aesthetic to encourage active transportation to the various retail, service, and entertainment uses in the district, and development within the Medical District would be designed to improve accessibility and connectivity between the many buildings on the medical campus.

In addition, compliance with the development standards of the Midtown Specific Plan related to permitted uses, development intensity, building placement (i.e., setbacks and fronting), building heights, and parking requirements would ensure that all new development projects that would be accommodated by the Midtown Specific Plan are built to share similar character and style to unify the entire Midtown Specific Plan area. For example, minimum and maximum setbacks and building heights have been established in the Midtown

Specific Plan to create a consistent street scene, provide attractive landscaping, and provide a buffer for pedestrians from street activity.

Overall, the Midtown Specific Plan would include landscaping and architectural treatments that would bring consistency and stylistic improvements to the existing visual character of the Midtown Specific Plan area. Although development in accordance with the Midtown Specific Plan would visually alter the area, it would not deteriorate the existing visual character or conflict with any existing architectural characteristics specific to the area. Therefore, impacts related to aesthetic and visual character are not anticipated to be significant.

#### **Area Outside the Midtown Specific Plan**

Under the Proposed Project, the area that is outside the Midtown Specific Plan would be extracted from PD 29 and retain its underlying conventional zoning designations, which include Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). With the exception of the zoning designation revisions that would be undertaken, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. Therefore, no aesthetic and visual character impacts are anticipated to occur.

**Finding:** Based on the preceding, impacts related to visual appearance and character would be less than significant.

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**Impact 5.1-2** Future development that would be accommodated by the Proposed Project would generate additional light and glare within the Project Site and its surroundings, which could adversely affect day or nighttime views in the area.

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Support for this environmental impact conclusion is fully discussed starting on page 5.1-7 of Section 5.1, *Aesthetics*, of the DEIR.

The potential light and glared impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

The Proposed Project would alter and intensify land uses and their related lighting sources throughout the throughout the Midtown Specific Plan area by introducing new building (interior and exterior), open space, security, sign, and parking lights. In addition to necessary lighting for safety and security, the Proposed Project would also introduce aesthetic lighting, such as illumination of areas within the Medical and Transit Node Districts for architectural and façade detailing. Additional sources of glare could also be introduced through the Project Site in the form of large expanses of glazing (i.e., glass windows) and building materials (i.e., reflective metal treatments).

Following is a discussion of the potential day and nighttime light and glare impacts that would occur within the Midtown Specific Plan area and its surroundings as a result of development that would be accommodated under the Midtown Specific Plan.

### *Architectural Treatments and Building Materials*

Because the Midtown Specific Plan allows higher intensity development throughout the Midtown Specific Plan area, its implementation would likely result in larger buildings with more exterior glazing (e.g., windows and doors) and building materials (i.e., reflective metal treatments) that could result in new sources of day or nighttime glare.

The architectural treatments of future development projects that would be accommodated under the Midtown Specific Plan would include style-appropriate architectural building materials, such as stucco walls and accent stucco, painted metal finishing, vinyl windows, and precision-cut CMU-block veneer. These building materials and architectural treatments are not reflective in nature and would therefore not create substantial day or nighttime glare. They would be similar to building materials used on existing land uses throughout the Midtown Specific Plan area.

Windows that would be installed in residential and nonresidential development projects could potentially increase sources of glare, because they would reflect sunlight during certain times of the day. In addition, vehicles parked on future development sites would increase the potential for reflected sunlight during certain times of the day. However, glare from these sources is typical of the surrounding area and would not increase beyond what is expected for a highly urbanized area. Additionally, the Midtown Specific Plan includes design guidelines (Chapter 5 of the Midtown Specific Plan) that prohibit the use of highly reflective or very dark glass.

Therefore, daytime glare impacts from project-related architectural treatments and building materials are not anticipated to be significant.

### *Nighttime Lighting*

Despite new and expanded sources of nighttime illumination and glare, development that would be accommodated by the Midtown Specific Plan is not expected to generate a substantial increase in light and glare in a manner that would result in a significant impact. The Midtown Specific Plan includes design guidelines that help reduce the impacts of light and glare on adjacent uses; specifically, within Chapter 5 (Design Guidelines) of the Midtown Specific Plan.

Additionally, future development projects would be required to adhere to the lighting standards outlined in the City's Municipal Code, thereby ensuring that existing and future project residents throughout the Project Site and its surroundings are protected from project-related, as well as existing, lighting sources. For example, Section's 21.41.259 (Parking Areas - Lighting), 21.44.855 (Light and Glare Intrusion Prevention), and 21.44.600 (Prohibited Signs) of the City's Municipal Code require that all parking area lighting be illuminated with lights directed and shielded to prevent light spillover to adjacent properties, that any electronic signs be adequately shielded and properly oriented and aimed, and all floodlights be hooded or shielded to minimize light and glare on public right-of-way, adjacent property, or other sensitive land uses (e.g., homes, schools, churches, etc.), respectively. Compliance with the applicable lighting provisions of the City's Municipal Code would be ensured through the City's development review and building plan check process.

Furthermore, future development projects under the Proposed Project would be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6, of the California Code of Regulations, which outlines mandatory provisions for lighting control devices

and luminaires. For example, the Proposed Project's lighting sources would be required to be installed in accordance with the provisions of Section 110.9 (Mandatory Requirements for Lighting Control Devices and Systems, Ballasts, and Luminaires) of the California Building Energy Efficiency Standards for Residential and Nonresidential Buildings. Compliance with these state provisions would be ensured through the City's development review process and building plan check process.

Finally, the Proposed Project's lighting sources would be similar to those of the surrounding residential and nonresidential land uses. Considering existing sources of lighting through the Project Site and its surroundings, the amount and intensity of nighttime lighting that would occur throughout the Project Site would not be substantially greater or different than existing lighting in the area.

With adherence of the provisions of the Midtown Specific Plan, City's Municipal Code and California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings, and because the Project Site and surrounding area are largely developed and contain existing sources of lighting, the lighting and glare associated with development that would be accommodated by the Midtown Specific Plan would not substantially increase nighttime light and glare throughout the Midtown Specific Plan area or its surroundings. Therefore, project-related light and glare impacts are not anticipated to be significant.

#### **Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no light and glare impacts are anticipated to occur.

**Finding:** Based on the preceding, project impacts related to light and glare would be less than significant.

## **2. Air Quality**

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**Impact 5.2-4 Onsite operation-related emissions associated with the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.2-21 of Section 5.4, *Air Quality*, of the DEIR.

The potential impacts to sensitive receptors resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

### **Midtown Specific Plan Area**

#### *Operation Emissions*

The Midtown Specific Plan would not result in the development of individual land uses that generate substantial quantities of onsite, stationary emissions. Land uses that have the potential to generate substantial emissions would require a permit from SCAQMD and include industrial land uses, such as chemical processing, and warehousing operations where substantial truck idling could occur onsite. These types of industrial land uses are not proposed under the Midtown Specific Plan, and any existing land uses of these types within the Midtown Specific Plan area are intended to be phased out for less intensive neighborhood

commercial, retail, and housing. Operation of residential and nonresidential structures would include occasional use of landscaping equipment, natural gas consumption for heating, and nominal truck idling for vendor deliveries. Emissions generated from these activities are nominal and no significant impact would occur.

#### *CO Hot Spot Analysis*

Areas of vehicle congestion have the potential to create pockets of CO called hot spots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time of the 1993 Handbook, the SoCAB was designated nonattainment under the California AAQS and National AAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SoCAB and in the state have steadily declined. In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. As identified in SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection.

Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact. Development that would be accommodated by the Midtown Specific Plan would not produce the volume of traffic at any one intersection required to generate a CO hot spot. Therefore, CO hot spots are not an environmental impact of concern for the Midtown Specific Plan. Localized air quality impacts related to CO hot spots would therefore be less than significant.

#### **Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no impacts are anticipated to occur.

**Finding:** Based on the preceding, project impacts related to exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

### **3. Geology and Soils**

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**Impact 5.4-1** Future development within certain areas of the Project Site could subject persons and structures to hazards from surface rupture of a known Alquist-Priolo Earthquake Fault Zone.

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Support for this environmental impact conclusion is fully discussed starting on page 5.4-17 of Section 5.4, *Geology and Soils*, of the DEIR.

The potential impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

### **Midtown Specific Plan Area**

Two areas of the Project Site fall within the area designated as an Alquist-Priolo Earthquake Fault Zone associated with the Newport-Inglewood Fault. The first area occurs in the northern portion of the Midtown Specific Plan area. This area extends from Eldridge Street on the south to Crest Drive on the north, and is one-half block wide on each side of Long Beach Boulevard. Existing land uses within this area include commercial uses including auto service businesses, health care businesses, and other retail and service uses; one multifamily residential complex; and several single-family residences. Most of the existing uses, except for the multifamily residential use, are one story. Future development that would be accommodated within this portion of the Project Site under the Midtown Specific Plan would be in accordance with the permitted uses under the Midtown Specific Plan, which would permit residential and nonresidential uses.

The second area that falls within the area designated as an Alquist-Priolo Earthquake Fault Zone occurs in the northeastern portion of the Midtown Specific Plan Area; this area is a part of the Long Beach Memorial medical center. This area is vacant for the most part, with two parking lots that serve the medical center as well as four operating oil production wells and their associated metal pump jacks, above-ground equipment, and fencing. Future development that would be accommodated within this portion of the Project Site under the Midtown Specific Plan would be in accordance with the Medical District designation of the Midtown Specific Plan, which would permit medical-related uses.

The Alquist-Priolo Earthquake Fault Zoning Act prohibits the location of structures for human occupancy across the trace of an active fault; this prohibition is codified in various state codes and regulations. For example, Section 2621.5 of the California Public Resources Code and Section 3600 of the California Code of Regulations prohibit the location of developments and structures for human occupancy across the trace of active faults. Specifically, Section 2621.5(a) of the California Public Resources Code states: "... prohibit the location of developments and structures for human occupancy across the trace of active faults." Section 3606(a) of the California Code of Regulations states: "No structure for human occupancy... shall be permitted to be placed across the trace of an active fault." Additionally, Section 3603(a) of the California Code of Regulations prohibits structures for human occupancy within 50 feet of the trace of an active fault, unless proven otherwise by an appropriate geotechnical investigation and report that the development site is not underlain by active branches of the active fault. Furthermore, Section 3603(d) of the California Code of Regulations requires that cities and counties withhold development permits for sites within an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting.

In accordance with Section 2621.5 of the California Public Resources Code and Section 3600 of the California Code of Regulations, any project-related structures for human occupancy would be prohibited along the fault trace. Additionally, in accordance with Sections 3603(a) and 3603(d) of the California Code of Regulations, application for a development permit for any project that lies within Newport-Inglewood Fault Zone (whether within 50 feet of the fault trace or within the overall fault zone) is required to be accompanied by a geotechnical investigation and report prepared by a geologist registered in the State of California; the geotechnical investigation and report is required to demonstrate that proposed buildings would not be

constructed across an active fault and to determine whether a branch of the active fault passes through or next to the affected development site. For example, if an active fault is found through the geotechnical investigation and report, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet). The geologic investigation and report would be required to be submitted to the City for review and approval prior to any development occurring on a development site. Therefore, before any development can occur on sites that are within the Newport Inglewood Fault Zone, all such development is required to obtain all necessary approvals, clearances, and permits from the City.

With adherence to the state regulations, impacts resulting from an Alquist-Priolo Earthquake Fault Zone are not anticipated to occur.

#### **Area Outside the Midtown Specific Plan**

Under the Proposed Project, the area that is outside the Midtown Specific Plan, which covers two residential blocks around Officer Black Park (approximately 4 acres) west of Pasadena Avenue between 21st Street and 20th Street, would be extracted from PD 29 and retain its underlying conventional zoning designations, which include Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). With the exception of the zoning designation revisions that would be undertaken, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. Therefore, impacts resulting from Alquist-Priolo Earthquake Fault Zone are not anticipated to occur.

**Finding:** Based on the preceding, project impacts resulting from an Alquist-Priolo Earthquake Fault Zone would be less than significant.

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**Impact 5.4-2 Future development within the Project Site could expose increased numbers of persons and structures to strong ground shaking from active faults in the region.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.4-19 of Section 5.4, *Geology and Soils*, of the DEIR.

The potential impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

Future development that would be accommodated by the Midtown Specific Plan would expose increased numbers of persons and structures to strong ground shaking. The Project Site is in a seismically active region; strong ground shaking is very likely to occur in the Project Site during the design lifetime of buildings and structures that would be accommodated by the Midtown Specific Plan. There are a number of active and potentially active faults within or in the vicinity of the Project Site, as discussed in detail above under the Seismic Hazards section. An earthquake along any of these faults would represent a hazard in the city, potentially causing many deaths and injuries, along with extensive property damage. Earthquakes in the region within the last 50 years, including the 1933 Long Beach Earthquake, are also described above under the Seismic Hazards section.



Buildout in accordance with the Midtown Specific Plan would add approximately 1,700 dwelling units, 4,200 residents, 369,000 square feet of employment-generating land uses, and 2,800 workers to the Project Site; thereby, exposing increased numbers of persons and structures to strong ground shaking. However, seismic shaking is a risk throughout southern California, and the Project Site is not at greater risk of seismic activity or impacts than other areas of California.

Additionally, state and local jurisdictions regulate development in California through a variety of tools that reduce hazards from earthquakes and other geologic hazards. For example, the state regulations protecting human-occupied structures from geoseismic hazards are provided in the most recent (2013) CBC (California Code of Regulations, Title 24, Part 2) and CRC (California Code of Regulations, Title 24, Part 2.5). The CBC (adopted by reference in Chapter 18.40 [Building Code] of the City's Municipal Code) and CRC (adopted by reference in Chapter 18.41 [Residential Code] of the City's Municipal Code) contain provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. For example, the CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with specified probability of occurring at the site. The design and construction of the future development projects that would be accommodated by the Midtown Specific Plan would be required to adhere to the provisions of the CBC and CRC, which are imposed on project developments by the City's Development Services Department during the development review and building plan check process. Compliance with the requirements of the CBC and CRC for structural safety during a seismic event would reduce hazards from strong seismic ground shaking.

Furthermore, future development projects that would be accommodated by the Midtown Specific Plan would be required to have a site-specific geotechnical investigation report prepared by the project applicant's/developer's geotechnical consultant, in accordance with Appendix J Section J104 (Engineered Grading Requirements) of the CBC; such investigation would determine seismic design parameters for the site and the proposed building type per CBC requirements. Compliance with the design parameters and recommendations of the geotechnical investigation report would be required as a condition of a grading permit and/or building permit, and would be ensured by the City's Development Services Department during the development review and building plan check process.

Therefore, impacts resulting from strong ground shaking are not anticipated to be significant.

#### **Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, impacts resulting from strong ground shaking are not anticipated to occur.

**Finding:** Based on the preceding, impacts resulting from strong ground shaking would be less than significant.

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**Impact 5.4-3** Future development within certain areas of the Project Site could subject persons and structures to hazards from liquefaction.

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Support for this environmental impact conclusion is fully discussed starting on page 5.4-20 of Section 5.4, *Geology and Soils*, of the DEIR.

The potential impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

**Midtown Specific Plan Area**

Some areas of the Project Site lie within a Zone of Required Investigation for Liquefaction, as designated by the California Geological Survey. The Midtown Specific Plan designations for these areas include Transit Node District, Medical District, Open Space District, and Corridor District, which would permit a wide range of residential and nonresidential development. Existing land uses within these areas include commercial and residential uses; a school; a park; a hospital (Pacific Hospital), and part of Long Beach Memorial Medical Center and associated medical office uses.

Future development projects that would be accommodated by the Midtown Specific Plan within the areas that lie within a Zone of Required Investigation for Liquefaction would be required to have a site-specific geotechnical investigation report prepared by the project applicant's/developer's geotechnical consultant in, in accordance with Appendix J Section J104 (Engineered Grading Requirements) of the CBC; such investigation would assess liquefaction potential onsite and provide any needed recommendations to minimize hazards from liquefaction. Compliance with the recommendations of the geotechnical investigation report would be required as a condition of a grading permit and/or building permit, and would be ensured by the City's Development Services Department during the development review and building plan check process.

Therefore, impacts resulting from hazards due to liquefaction are not anticipated to be significant.

**Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, impacts resulting from hazards due to liquefaction are not anticipated to occur.

**Finding:** Based on the preceding, impacts resulting from hazards due to liquefaction would be less than significant.

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**Impact 5.4-4** Future development within the Project Site could subject persons or structures to hazards arising from collapsible soils, expansive soils, or ground subsidence.

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Support for this environmental impact conclusion is fully discussed starting on page 5.4-21 of Section 5.4, *Geology and Soils*, of the DEIR.

The potential impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

### **Midtown Specific Plan Area**

#### *Collapsible Soils, Ground Subsidence, and Expansive Soils*

Existing soils within a few feet of the ground surface are often unsuitable for supporting a proposed building, even on developed sites. Future development within the Midtown Specific Plan area could be exposed to collapsible soils. Additionally, ground subsidence within the Midtown Specific Plan area is estimated to be up to four feet. Furthermore, expansive soils were identified in the geotechnical investigation conducted for the proposed Todd Cancer Institute, part of Long Beach Memorial Medical Center (located in the northern portion of the Midtown Specific Plan area), at 2810 Long Beach Boulevard near the southeast corner of Long Beach Boulevard and Columbia Street. Expansive soils could also be present in other areas of the Project Site.

Buildout under the Midtown Specific Plan would increase development intensity within the Project Site by approximately 1,700 dwelling units and 369,000 square feet of employment-generating land uses. Development under the Midtown Specific Plan could subject persons and structures to hazards arising from collapsible soils, ground subsidence, or expansive soils. However, future development projects that would be accommodated by the Midtown Specific Plan would be required to have a site-specific geotechnical investigation report prepared by the project applicant's/developer's geotechnical consultant, in accordance with Appendix J Section J104 (Engineered Grading Requirements) of the CBC; such investigation would assess hazardous soil conditions onsite and would provide recommendations as needed to minimize these potential soils hazards. Compliance with the recommendations of the geotechnical reports is required as a condition of a grading permit and/or building permit, and would be ensured by the City's Development Services Department during the development review and building plan check process.

Therefore, impacts resulting from ground subsidence are not anticipated to be significant.

### **Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, impacts resulting from ground subsidence are not anticipated to occur.

**Finding:** Based on the preceding, impacts resulting from ground subsidence would be less than significant.

## **4. Greenhouse Gas Emissions**

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**Impact 5.5-2 The Proposed Project would not conflict with plans adopted for the purpose of reducing GHG emissions.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.5-22 of Section 5.5, *Greenhouse Gas Emissions*, of the DEIR.

Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan and SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A consistency analysis of the Proposed Project with these plans is presented below for each of the areas that make up the Project Site.

### **Midtown Specific Plan Area**

#### *CARB Scoping Plan*

In accordance with AB 32, CARB developed the 2008 Scoping Plan to outline the state's strategy to achieve 1990 level emissions by year 2020. To estimate the reductions necessary, CARB projected statewide 2020 BAU GHG emissions (i.e., GHG emissions in the absence of statewide emission reduction measures). CARB identified that the state as a whole would be required to reduce GHG emissions by 28.5 percent from year 2020 BAU to achieve the targets of AB 32. Since release of the 2008 Scoping Plan, CARB has updated the 2020 GHG BAU forecast to reflect GHG emissions in light of the economic downturn and measures not previously considered in the 2008 Scoping Plan baseline inventory. The revised BAU 2020 forecast shows that the state would have to reduce GHG emissions by 21.6 percent from BAU without Pavley and the 33 percent RPS, or 15.7 percent from the adjusted baseline (i.e., with Pavley and 33 percent RPS).

Since adoption of the 2008 Scoping Plan, state agencies have adopted programs identified in the plan, and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the LCFS, California Appliance Energy Efficiency regulations, California Building Standards (i.e., CALGreen and the 2013 Building and Energy Efficiency Standards), 33 percent RPS, and changes in the corporate average fuel economy standards (e.g., Pavley I and California Advanced Clean Cars [Pavley II]). The Midtown Specific Plan's GHG emissions shown in Table 5.5-5, *Annual Operational Phase GHG Emissions*, of the DEIR include reductions associated with statewide strategies that have been adopted since AB 32.

As identified above, the Midtown Specific Plan would substantially improve the efficiency of the Midtown Specific Plan area (11 percent reduction in GHG emissions per service population) even though the number of people who live or work within the area would increase by 37 percent. The new buildings under the Midtown Specific Plan would be significantly more energy efficient than the current buildings throughout the Midtown Specific Plan area, many of which were constructed prior to modern building and energy efficiency standards. Likewise, plumbing fixtures and landscaping installed as part of the Midtown Specific Plan would result in a decrease in water use on a per capita basis. Although overall vehicle trips would be higher with the Midtown Specific Plan over existing conditions, the Midtown Specific Plan calls for the development of residential and nonresidential land uses within proximity to each other in addition to public transportation options, which would likely reduce per capita VMT. Therefore, the Midtown Specific Plan would not conflict with statewide programs adopted for the purpose of reducing GHG emissions and impacts are not anticipated to be significant.

#### *SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy*

SCAG's 2012-2035 RTP/SCS was adopted April 4, 2012. It identifies multimodal transportation investments, including bus rapid transit, light rail transit, heavy rail transit, commuter rail, high-speed rail, active transportation strategies (e.g., bike ways and sidewalks), transportation demand management strategies, transportation systems management, highway improvements (interchange improvements, high-occupancy

vehicle lanes, high-occupancy toll lanes), arterial improvements, goods movement strategies, aviation and airport ground access improvements, and operations and maintenance to the existing multimodal transportation system. SCAG's RTP/SCS identifies that land use strategies that focus new housing and job growth in areas served by high quality transit areas and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network, which emphasizes system preservation, active transportation, and transportation demand management measures (SCAG 2012). The 2012-2035 RTP/SCS incorporates local land use projections and circulation networks from the cities' and counties' general plans. The projected regional development pattern, including location of land uses and residential densities in local general plans, when integrated with the proposed regional transportation network identified in the 2012-2035 RTP/SCS, would reduce per capita vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region.

A consistency analysis of the Midtown Specific Plan with SCAG's 2012-2035 RTP/SCS is identified in Table 5.8-1, *Consistency with SCAG's 2012-2035 RTP/SCS Goals*, in Section 5.8, *Land Use and Planning*, of the DEIR. As demonstrated in this table, the Midtown Specific Plan would implement land use strategies that would promote the increased use of alternative forms of transportation and a reduction in VMT. The close proximity of existing and future housing units within the Project Site and its surroundings to existing commercial and employment-generating uses, as well as future commercial and employment generating uses that would be accommodated under the Midtown Specific Plan, would reduce vehicle miles traveled by offering alternate modes of travel. Also, the Metro Blue Line's Willow Station would be a multi-modal transit hub along the Long Beach Boulevard corridor.

Furthermore, the Midtown Specific Plan includes policies and actions to increase bike and pedestrian pathways and to create better connected alternative transportation and active transit systems. As identified in Table 5.8-1, these features of the Midtown Specific Plan would be consistent with the overall intent of the SCS to reduce VMT. Therefore, the Midtown Specific Plan would not conflict with the 2012-2035 RTP/SCS.

#### *City of Long Beach Sustainable City Action Plan*

The City of Long Beach adopted the Sustainable City Action Plan in 2010. A consistency analysis of the Midtown Specific Plan with the applicable goals in the Sustainable City Action plan is provided below. As shown in this table, the Midtown Specific Plan would not conflict with the City's Sustainable City Action Plan.

- **Create at least 6 new community gardens by 2012** – *Consistent:* All new development within the Midtown Specific Plan area is required to contribute an in-lieu fee equivalent toward the City's public open space requirement, which would be applied to the creation and maintenance of parklets and/or public parks within the Midtown Specific Plan boundary.
- **Plant at least 10,000 new trees in Long Beach by 2020** – *Consistent:* The Midtown Specific Plan would add more trees to the Midtown Specific Plan area as a part of the streetscape improvements.
- **50% of Long Beach residents work in Long Beach by 2020** – *Consistent:* The Midtown Specific Plan supports compact, transit-oriented, and mixed-use developments.
- **By 2020, at least 30% of Long Beach residents use alternative transportation to get to work** – *Consistent:* The Midtown Specific Plan would be an early leader in multi-modal transportation practices, where a person can safely and easily travel by walking, riding a bike, catching a bus, taking a train, or driving a car. The Midtown Specific Plan would seek improvements to and provide more bike and pedestrian pathways and create better overall connectivity in the public transportation and active transit system.
- **Reduce community electricity use by 15% by 2020** – *Consistent:* All new development under the Midtown Specific Plan would comply with the 2013 Building and Energy Efficiency Standards.
- **Reduce community natural gas use by 10% by 2020** – *Consistent:* All new development under the Midtown Specific Plan would comply with the 2013 Building and Energy Efficiency Standards.
- **Increase public transit ridership by 25% by 2016** – *Consistent:* The Midtown Specific Plan puts an emphasis on integrating autos, public transit, bicycles, and pedestrians into a complete street. For example, the Midtown Specific Plan includes three Transit Node Districts that have been created to support the existing Metro stations and foster transit-oriented development around them. Willow, Pacific Coast Highway, and Anaheim stations would serve as transit hubs for multi-modal access in the Midtown Specific Plan area. In addition, transit improvements to the corridor would include the installation of bicycle racks and lockers, helping to add options for riders to complete their "last mile".
- **Increase bike ridership from 1% to 10% by 2016** – *Consistent:* The Midtown Specific Plan would improve bike facilities and create new bike lanes that are physically separated from pedestrian and vehicular traffic, which would create safer environments for bicyclists. Also, the Midtown Specific Plan includes streetscape improvements such as the addition of canopy trees, which would provide shade along the bike lanes.
- **Create a system of at least 200 miles of interconnected bike routes (Class 1-3) by 2020** – *Consistent:* The Midtown Specific Plan would integrate class IV bikeways and bike boxes along Long Beach Boulevard.
- **Create 8 acres of open space per 1,000 residents by 2020** – *Consistent:* The Midtown Specific Plan would create 11 new parklets (small street parks) within the Midtown Specific Plan area.

- **Establish a native landscape demonstration in every park 1 acre or larger by 2020 – *Consistent:*** Projects within the Midtown Specific Plan area are highly encouraged to use native and low-water-use plants consistent with the landscaping palettes recommended by the Long Beach Water Department.
- **Reduce per capita use of potable water, exceeding the State mandate to achieve a demand reduction of 20% in per capita water use by the year 2020 – *Consistent:*** All new developments under the Midtown Specific Plan would include water efficiency improvements required under CALGreen. Also, projects within the Midtown Specific Plan area would use irrigation systems that incorporate water-conserving methods and water-efficient technologies, such as drip emitters, evapotranspiration controllers, and moisture sensors. In addition, new development projects would explore opportunities to reuse rain water and/or gray water for irrigation.

**Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no impacts with plans adopted for the purpose of reducing GHG emissions are anticipated to occur.

**Finding:** Based on the preceding, impacts related to plans adopted for the purpose of reducing GHG emissions would be less than significant.

**5. Hazards and Hazardous Materials**

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**Impact 5.6-3** A large portion of the Project Site is located under imaginary surfaces pursuant to Federal Aviation Administration (FAA) Part 77 Regulations regulating obstructions into navigable airspace surrounding Long Beach Airport.

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Support for this environmental impact conclusion is fully discussed starting on page 5.6-18 of Section 5.6, *Hazards and Hazardous Materials*, of the DEIR.

Most of the Project Site – that is, the part of the site north of Pacific Coast Highway – is under imaginary surfaces regulating obstructions to navigable airspace surrounding Long Beach Airport pursuant to FAA Part 77 regulations. Permitted structure elevations under FAA Part 77 are 210.4 feet amsl in the part of the Project Site north of the intersection of Long Beach Boulevard and Willow Street; south of that intersection the elevations range upward to 410.4 feet amsl near the intersection of Long Beach Boulevard and Pacific Coast Highway.

The potential impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

**Midtown Specific Plan Area**

A proponent of any proposed structure pursuant to the Midtown Specific Plan that would exceed the structure height limits set forth in FAA Part 77, as discussed above would be required to notify FAA before constructing such a structure. If such a structure is proposed, FAA would conduct a study to determine whether the proposed structure would constitute a hazard to air navigation.

Ground elevations under the imaginary surfaces that cover the Midtown Specific Plan area range from about 20 feet on Long Beach Boulevard just south of Willow Street to 114 feet at Atlantic Avenue and 31st Street. The highest elevations within the Midtown Specific Plan area, which occur near Atlantic Avenue and Spring Street, lie within the proposed Medical District portion of the Midtown Specific Plan. Under the maximum building height permitted for the Medical District (84 feet), a building within this area of the Midtown Specific Plan area would reach an elevation of 198 feet amsl (current ground elevation of 114 feet plus 84 feet of building height). The FAR Part 77 imaginary surface in this area of the Midtown Specific Plan area is set at an elevation of 210.4 feet amsl. Therefore, implementation of the Midtown Specific Plan would not conflict with FAA Part 77 regulations and would not create a hazard to air navigation.

#### **Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no impacts are anticipated to occur.

**Finding:** Based on the preceding, impacts related to a hazard to air navigation would be less than significant.

#### **6. Hydrology and Water Quality**

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**Impact 5.7-1**     **Development pursuant to the Proposed Project would increase the amount of impervious surfaces on the Project Site and would therefore impact opportunities for groundwater recharge.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.7-15 of Section 5.7, *Hydrology and Water Quality*, of the DEIR.

The potential impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

New development and redevelopment projects of types described above under Impact 5.7-1 would retain the stormwater volume from an 85<sup>th</sup>-percentile 24-hour storm onsite. Therefore, some of the stormwater generated by increased impervious areas of development that would be accommodated by the Midtown Specific Plan would be infiltrated into the soil.

Additionally, the Midtown Specific Plan area would have a minimal effect on usable groundwater reserves because it is in a largely developed area of the City and is surrounded by urban uses. Groundwater is also not relevant to the Midtown Specific Plan area because infiltration will not be used, the Project Site is not in or near any groundwater recharge basin, and neither the Midtown Specific Plan area nor the surrounding area is used for intentional groundwater recharge.

Furthermore, groundwater is estimated to comprise about 49 percent of the water supply for the City of Long Beach in 2015. The City of Long Beach forecasts that it will have adequate water supplies to meet water demands through the 2015-2035 period without exceeding its water rights to Central Subbasin groundwater.



Groundwater levels in the Central Subbasin are managed by the California Department of Water Resources to maintain a safe operating yield of groundwater, that is, a sustainable pumping rate that does not exceed the total of natural and artificial recharge into the Subbasin. Water supply impacts are discussed in detail in Section 5.14, *Utilities and Service Systems*.

Therefore, the Midtown Specific Plan would not substantially interfere with groundwater supplies or groundwater recharge, and impacts are not anticipated significant.

#### **Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no impacts on groundwater supplies or groundwater recharge are anticipated to occur.

**Finding:** Based on the preceding, impacts related to a groundwater supplies or recharge would be less than significant.

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**Impact 5.7-2**    **Development pursuant to the Proposed Project would not substantially alter the existing drainage pattern of the Project Site or surrounding area in a manner that would result in a substantial erosion or siltation on- or offsite.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.7-16 of Section 5.7, *Hydrology and Water Quality*, of the DEIR.

Erosion and siltation impacts potentially resulting from development that would be accommodated by the Proposed Project would, for the most part, occur during the project's sites preparation and grading phase. However, there is also a potential for erosion and siltation during project operation. Following is a discussion of potential erosion and siltation impacts during the construction and operation phases of development that would be accommodated by the Proposed Project.

The potential erosion and siltation impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

##### *Construction Phase*

As discussed below under Impact 5.7-4, the construction contractor of individual development projects that would be accommodated by the Midtown Specific Plan would be required to prepare and implement an SWPPP pursuant to the GCP during grading and construction activities. The SWPPP would specify BMPs that construction contractor's would implement prior to and during grading and construction activities to minimize erosion and siltation impacts on- and offsite. BMPs that would be implemented during the construction phase of individual development projects are discussed in detail under Impact 5.7-4. For example, as outlined in Impact 5.7-4, BMPs would include but are not limited to: erosion control BMPs, such as hydraulic mulch, soil binders, and geotextiles and mats; the protection of storm drain inlets with an impoundment (i.e., gravel bags) around the inlet and equipped with a sediment filter such as a fiber roll; and

stabilization of all construction entrance/exit points to reduce the tracking of sediments onto adjacent streets. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion and siltation from project-related grading and construction activities.

Therefore, the construction phase of development projects that would be accommodated by the Midtown Specific Plan would not result in a substantial alteration of the existing drainage pattern of the Project Site or area in a manner that would result in substantial erosion or siltation on- or offsite.

#### *Operation Phase*

Development that would be accommodated by the Midtown Specific Plan is not anticipated to substantially change the drainage pattern on individual development sites or the overall Project Site. Under proposed conditions, runoff on individual development sites and the overall Project Site would be conveyed similar to existing conditions. Individual development sites would also consist of impervious surfaces (e.g., asphalted driveways, building pads, concrete walkways) and pervious surfaces (e.g., common area landscaping, open space lawn areas). There would be no substantial areas of bare or disturbed soil onsite that would be vulnerable to erosion or siltation. All areas would either be paved or landscaped.

Additionally, as stated under Impact 5.7-4, to help prevent long-term impacts associated with development that would occur under the Midtown Specific Plan and in accordance with the requirements of the City of Long Beach and its MS4 permit (Order No. R4-2014-0024), new development and significant redevelopment projects must incorporate site design/LID and source control BMPs, which would help prevent post-development erosion and siltation on- or offsite. For example, LID BMPs would collect and filter runoff from development sites before discharging it offsite. Furthermore, the project applicant of individual development projects would be required to submit grading plans to the City per the provisions in the City's Municipal Code. During their review of submitted grading plans, City staff would ensure that the minimum requirements to regulate grading and earthwork are incorporated into the development project in order to control the quality of drainage and runoff (including erosion and siltation) from the development site.

Therefore, the operational phase of development projects that would be accommodated by the Midtown Specific Plan would not result in a substantial alteration of the existing drainage pattern of the Project Site or area in a manner that would result in substantial erosion or siltation on- or offsite.

#### **Area Outside the Midtown Specific Plan**

Under the Proposed Project, the area that is outside the Midtown Specific Plan, which covers two residential blocks around Officer Black Park (approximately 4 acres) west of Pasadena Avenue between 21st Street and 20th Street, would be extracted from PD 29 and retain its underlying conventional zoning designations, which include Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). With the exception of the zoning designation revisions that would be undertaken, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. Therefore, no erosion or siltation impacts are anticipated to occur.

**Finding:** Based on the preceding, impacts related to erosion or siltation on- or offsite would be less than significant.

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**Impact 5.7-4** During the construction phase of development pursuant to the Proposed Project, there is the potential for short-term unquantifiable increases in pollutant concentrations from construction activities of the development projects. Upon the completion of individual development projects that would be accommodated by the Proposed Project, the quality of storm runoff (sediment, nutrients, metals, pesticides, pathogens, and hydrocarbons) may be altered.

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Support for this environmental impact conclusion is fully discussed starting on page 5.7-19 of Section 5.7, *Hydrology and Water Quality*, of the DEIR.

The Proposed Project may cause deterioration of water quality of downstream receiving waters if construction- and operation-related sediment or pollutants wash into the storm drain system and facilities. Following is a discussion of the potential water quality impacts resulting from the Proposed Project's construction and operational phases within each of the areas of the Project Site.

### **Midtown Specific Plan Area**

#### *Construction Phase*

Construction-related runoff pollutants are typically generated from waste and hazardous materials handling or storage areas; outdoor work areas; material storage areas; and general maintenance areas (e.g., vehicle or equipment fueling and maintenance, including washing). Runoff during the construction-phase of development projects that would be accommodated by the Midtown Specific Plan may cause deterioration of water quality of downstream receiving waters if construction-related sediment or pollutants wash into the storm drain system and facilities.

However, prior to the issuance of grading permits, applicants of individual development projects of one acre or greater of soil disturbance would be required to comply with the most current GCP and associated local NPDES regulations to ensure that the potential for soil erosion is minimized on a project-by-project basis. In accordance with the GCP, the following Permit Registration Documents (PRDs) would be required to be submitted by project applicants to the SWRCB prior to commencement of construction activities:

- Notice of Intent (NOI)
- Risk Assessment (Standard or Site-Specific)
- Particle Size Analysis (if site-specific risk assessment is performed)
- Site Map
- SWPPP
- Active Treatment System (ATS) Design Documentation (if ATS is determined necessary)
- Annual Fee and Certification

In accordance with the GCP, an SWPPP must be prepared and implemented for construction projects that include one acre or more of soil disturbance, and revised as necessary, as administrative or physical conditions change. The SWPPP must be made available for review upon request, describe construction BMPs that address pollutant source reduction, and provide measures/controls necessary to mitigate potential pollutant sources. These include, but are not limited to: erosion controls, sediment controls, tracking controls, non-

storm water management, materials and waste management, and good housekeeping practices, which are briefly discussed below.

Prior to commencement of construction activities for development projects within the Midtown Specific Plan area, the project-specific SWPPP(s) are required to be prepared in accordance with the site-specific sediment risk analyses based on the grading plans, with erosion and sediment controls proposed for each phase of construction for the individual development projects. The phases of construction will define the maximum amount of soil disturbed, the appropriate sized sediment basins and other control measures to accommodate all active soil disturbance areas, and the appropriate monitoring and sampling plans.

SWPPPs require development projects to plan BMPs for four general phases of construction:

- grading and land development (that is, mass grading & rough grading)
- utility and road installation
- finish grading and building construction
- final stabilization and landscaping

Therefore, BMP implementation for new construction activities under the Midtown Specific Plan can be evaluated in this general context. Site-specific details on individual BMPs would be dependent on the scope and breadth of each development project, which are not known at this time.

With compliance of the most current GCP and associated local NPDES regulations, water quality and waste-discharge impacts from project-related grading and construction activities are not anticipated to occur.

#### *Operational Phase*

With the proposed land use changes, development under the Midtown Specific Plan may result in long-term impacts to the quality of storm water and urban runoff, subsequently impacting downstream water quality. It can potentially create new sources for runoff contamination through changing land uses. As a consequence, the Midtown Specific Plan may have the potential to increase the postconstruction pollutant loadings of certain constituent pollutants (e.g., pathogens, metals, nutrients, pesticides, organic compounds, sediments, trash and debris, oxygen-demanding substances, and oil and grease) associated with the proposed land uses and their associated features.

To help prevent long-term impacts associated with development that would occur under the Midtown Specific Plan and in accordance with the requirements of the City of Long Beach and its MS4 permit (Order No. R4-2014-0024), new development and significant redevelopment projects must incorporate site design/LID and source control BMPs to address post-construction storm water runoff management. Source control BMPs reduce the potential for pollutants to enter runoff. In addition, development projects that are identified as priority projects are required to implement site design/LID and source control BMPs applicable to their specific priority project categories, as well as implement treatment control BMPs where necessary. Selection of LID and additional treatment control BMPs is based on the pollutants of concern for the specific development site and the BMP's ability to effectively treat those pollutants, in consideration of site conditions and constraints. Further, development projects must include a project-specific SUSMP or LID Design Plans that describes the menu of BMPs chosen for the project, as well as include operation and maintenance requirements for all structural and any treatment control BMPs.

Since the Midtown Specific Plan does not include a specific or detailed development project, project-specific SUSMP's were not developed for the Midtown Specific Plan at this time. Future project-specific reports, preliminary and/or final, would be required to be prepared consistent with the prevailing terms and conditions of the City's LID Ordinance (Ordinance No. ORD-2013-0024) and LID BMP Design Manual (2013) at the time a development project is formally submitted to the City for review. Moreover, LID and water quality treatment solutions prescribed in project-specific reports are required to be designed to support or enhance the regional BMPs and efforts implemented by the City as part of their City-wide efforts to improve water quality.

#### SUSMP / LID Design Approach

The overall approach to water quality treatment for individual development projects that would be accommodated by the Midtown Specific Plan would include incorporation of site design/LID strategies and source control measures throughout the development sites to provide treatment of storm water and reduce runoff. In accordance with the City's MS4 Permit, the use of LID features would be consistent with the prescribed hierarchy of treatment provided in the MS4 Permit: infiltration, evapotranspiration, harvest/reuse and biotreatment. For those areas of development sites where LID features are not feasible, treatment control BMPs with biotreatment enhancement design features would be utilized to provide treatment. Where applicable, LID features would be analyzed to demonstrate their ability to treat portions of the required design capture volume (DCV) and reduce the size of downstream onsite treatment control BMPs.

Consistent with regulatory requirements and design guidelines for water quality protection, the following principles would be applied to individual development projects and would be supported by construction level documents in the final SUSMP plan prior to grading permit(s) issuance by the City of Long Beach:

- Where feasible, LID features will be sized for water quality treatment credit according to local Regional Board sizing criteria as defined in the MS4 Permit for either flow-based or volume-based BMPs. There will be a significant effort to integrate LID techniques within the internal development areas (site design objectives), thereby reducing runoff from small storms and treating such runoff at the source. In most instances, LID features will be sized for the required design capture volume for the project.
- Detailed field investigations, drainage calculations, grading, and BMP sizing to occur during the detailed design phase and future project-specific SUSMP documentation.
- Where feasible, LID features will be designed to infiltrate and/or reuse treated runoff on-site in accordance with feasibility criteria as defined in the LID BMP Design Manual (City of Long Beach Development Services).
- For those areas of the project where infiltration is not recommended or acceptable and harvest/reuse landscaping demands are insufficient, biotreatment LID features will be designed to treat runoff and discharge controlled effluent flows to downstream receiving waters.

Unlike flood control measures that are designed to handle peak storm flows, LID BMPs and treatment control BMPs are designed to retain, filter or treat more frequent, low-flow runoff or the "first-flush" runoff from storm events. In accordance with the City's MS4 Permit, the LID BMPs would be required to be sized and designed to ensure onsite retention of the volume of runoff produced from a 24-hour 85th percentile

storm event. This is termed the “design capture volume”, or DCV. The 85th Percentile for the northern half of the Midtown Specific Plan area is 0.7 inches while the 85th Percentile event for the southern half of the Midtown Specific Plan area is 0.6 inches. The City’s LID BMP Design Manual provides design criteria, hydrologic methods and calculations for combining use of infiltration, retention, and biofiltration BMPs to meet onsite volume retention requirements.

#### Water Quality Opportunities and Conclusion

In an effort to create enhanced mobility and complete streets as one of the Midtown Specific Plan’s guiding principles, the design elements (termed “catalysts”) specified in the Midtown Specific Plan to accomplish this goal also creates potential opportunities to incorporate LID practices into public spaces and right-of-ways. By redesigning corridors such as Long Beach Boulevard to prioritize walking, bicycling, and other non-vehicular modes of transportation, this would create opportunities for implementing pervious pavement as hardscape within areas with low vehicular traffic and light traffic loads, such as the widened sidewalks, enhanced crosswalks, and separated bike lanes proposed. Canopy trees and potted plants in the designs of small streetscape elements can serve a dual purpose as storm water planter areas for biofiltration.

The reclaiming of unused or very low volume segments of roadways to convert to parklets can create significant (e.g. quarter of an acre) areas or zones for storm water retention and runoff reduction. This can be accomplished by removing existing impervious surfaces and replacing with permeable pavers, grading hardscape to drain to landscaped parks for infiltration and evapotranspiration, and utilizing proposed landscape buffer zones for biofiltration.

It should be noted that with public improvements, especially within the right-of-way, biofiltration BMPs are generally more feasible to integrate than infiltration LID BMPs due to infrastructure constraints such as existing underground utilities to remain in place and the limited footprint available. Therefore, these opportunities to incorporate water quality features should not be looked at as regional treatment facilities but, instead, as small-scale hydrologic source control LID measures.

Through the incorporation of site design, LID features and BMPs as required under the City’s SUSMP/LID design requirements, the individual development projects that would be accommodated by the Midtown Specific Plan would effectively retain or treat the 85th percentile 24-hour storm water runoff for pollutants such as bacteria, metals, nutrients, oil and grease, organics, pesticides, sediment, trash, and oxygen demanding substances prior to discharge offsite. As more and more properties within the Midtown Specific Plan area undergo development and redevelopment as part of the Midtown Specific Plan build-out, properties not previously subject to the current land development provisions would be required to incorporate SUSMP/LID standards.

Therefore, long-term surface water quality of runoff from the Midtown Specific Plan area would be expected to improve over existing conditions as more LID BMPs are implemented throughout the Midtown Specific Plan area. This is considered an overall beneficial effect of the Midtown Specific Plan and no significant adverse water quality impacts is anticipated to occur.

#### **Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity,

redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no water quality impacts are anticipated to occur.

**Finding:** Based on the preceding, construction- and operational-related impacts to water quality would be less than significant.

## 7. Noise

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**Impact 5.9-3 Buildout of the Midtown Specific Plan would not cause a substantial noise increase related to traffic on local roadways in the City of Long Beach.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.9-18 of Section 5.9, *Noise*, of the DEIR.

The traffic-related noise impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

### Midtown Specific Plan Area

Future development in accordance with the Midtown Specific Plan would cause increases in traffic along local roadways. Traffic noise levels were estimated using the FHWA Highway Traffic Noise Prediction Model. Traffic volumes for existing and 2035 conditions, without and with the project, were obtained from the Traffic Impact Analysis prepared by Fehr & Peers. The FHWA model predicts noise levels through a series of adjustments to a reference sound level. These adjustments account for distances from the roadway, traffic flows, vehicle speeds, car/truck mix, length of exposed roadway, and road width. The distances to the 70, 65, and 60 CNEL contours for selected roadway segments in the vicinity of Midtown Specific Plan area are included in Appendix F of the DEIR.

A significant impact could occur if development that would be accommodated by the Midtown Specific Plan would result in an increase of 5 dBA if their resultant noise level were to remain within the objectives of the City's General Plan (e.g., 65 dBA CNEL at a noise-sensitive location), or 3 dBA if the resultant level were to meet or exceed the objectives of the General Plan.

Table 5.9-10, *Existing Conditions Traffic Noise Increases*, of the DEIR presents the noise level increases on roadways over existing conditions at 50 feet from the centerline of each roadway segment. The table shows that traffic noise increases along roadways would be up to 1.0 dBA CNEL; the increases would occur due to implementation of the Midtown Specific Plan. No roadway segments would result in an increase greater than 5 dBA, or would experience substantial noise increases greater than 3 dBA resulting in noise levels greater than 65 dBA CNEL. Therefore, traffic noise increases for existing plus project conditions would be less than significant.

Table 5.9-11, *2035 Conditions Traffic Noise Increases*, of the DEIR presents the noise level increases on roadways over 2035 conditions at 50 feet from the centerline of each roadway segment. The table shows that traffic noise increases along roadways would be up to 0.6 dBA CNEL; the increases would occur due to implementation of the Midtown Specific Plan. No roadway segments would result in an increase greater than 5 dBA, or would experience substantial noise increases greater than 3 dBA resulting in noise levels greater than 65 dBA CNEL. Therefore, traffic noise increases for 2035 conditions would be less than significant.

### **Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no traffic-related noise impacts are anticipated to occur.

**Finding:** Based on the preceding, traffic-related noise impacts would be less than significant.

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### **Impact 5.9-5 Noise-sensitive uses would not be exposed to elevated noise levels from stationary sources as a result of buildout of the Proposed Project.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.9-22 of Section 5.9, *Noise*, of the DEIR.

Noise is regulated by numerous codes and ordinances across federal, state, and local agencies. In addition, Long Beach regulates noise through the City's Municipal Code. The potential stationary-source noise impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

Buildout of the Midtown Specific Plan would result in an increase in residential, commercial, employment, and medical development within the Midtown Specific Plan area. The primary noise sources from these land uses are landscaping, maintenance activities, mechanical equipment, and air conditioning systems. In addition, future commercial uses may include loading docks. Noise generated by residential or commercial uses is generally short and intermittent, and these uses are not a substantial source of noise. Additionally, the City regulates noise produced by air conditioning units, landscape maintenance, and loading activities in Section 8.80.200 (Noise Disturbances-Acts Specified) of the City's Municipal Code. The City's Noise Ordinance is based on the receiving land use, protecting noise-sensitive uses regardless of neighboring uses. Noise that exceeds the limitations of the City's Municipal Code is considered a violation and is punishable by a fine or imprisonment. Consequently, stationary-source noise from these types of proposed land uses would not substantially increase the noise environment. Therefore, project-related noise impacts from stationary sources would be less than significant.

#### **Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no stationary-source noise impacts are anticipated to occur.

**Finding:** Based on the preceding, project-related noise impacts from stationary sources would be less than significant.



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**Impact 5.9-6** The proximity of the Project Site to an airport or airstrip would not result in exposure of future resident and/or workers to airport-related noise.

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Support for this environmental impact conclusion is fully discussed starting on page 5.9-23 of Section 5.9, *Noise*, of the DEIR.

The potential airport-related noise impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

The closest airport from the edge of the Midtown Specific Plan area is the Long Beach Airport, approximately 1.8 miles to the northeast. Other airports in the area include the Goodyear Blimp Base, approximately 5.6 miles to the northwest and Compton Airport, approximately 6.1 miles to the northwest. Los Angeles International Airport is approximately 14.9 miles northwest of the Project Site. The Midtown Specific Plan area is outside the 60 CNEL contour for Long Beach Airport, and well outside the 65 CNEL contour for Los Angeles International Airport and the critical noise contours of the Goodyear Blimp Base and Compton Airport. Aircrafts overflights are sporadically heard, but do not cause a substantial noise impact in the vicinity of the Midtown Specific Plan area.

The Long Beach Memorial Medical Center Heliport is located in the northern end of Midtown Specific Plan area. Other heliports in the project vicinity include St. Mary Medical Center (0.25 miles south), World Trade Center (1.1 miles southwest), and NAA Long Beach Port (1.3 miles south). However, operation of these heliports is sporadic and would not generate substantial amounts of noise to users in the Midtown Specific Plan Area. Additionally, over congested areas, helicopters are required to maintain an altitude of at least 1,000 feet above the highest obstacle within 2,000 feet of the aircraft, except as needed for take-off and landing (Code of Federal Regulations, Title 14, Section 91.119).

Therefore, noise impacts due to aircraft operations from airports and airstrips would not be significant.

#### **Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no aircraft-related noise impacts are anticipated to occur.

**Finding:** Based on the preceding, airport-related noise impacts would be less than significant.

### **8. Population and Housing**

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**Impact 5.10-1** Buildout of the Proposed Project would result in population, housing, and employment growth in the City of Long Beach.

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Support for this environmental impact conclusion is fully discussed starting on page 5.10-8 of Section 5.10, *Population and Housing*, of the DEIR.

The potential population, housing and employment impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

### **Midtown Specific Plan Area**

#### *Population Growth*

Buildout under the Midtown Specific Plan would result in an increase of approximately 4,195 residents over existing conditions. The majority of the increase in population would occur in the Transit Node land use district of the Midtown Specific Plan area (concentrating and intensifying development at key transit, employment, and freeway nodes), with minor increases occurring in the Corridor and Medical districts. The estimated population growth due to buildout of the Midtown Specific Plan is well within SCAG's forecast population increase for the City of Long Beach of 71,900 by 2035 and represents only 5.8 percent of the forecast population growth by 2035.

In addition, the projected population growth within the Midtown Specific Plan area would equate to approximately 60 percent less growth (6,875 fewer residents; see Table 3-1) than what could occur under the current zoning designations of the Midtown Specific Plan area if the Midtown Specific Plan was not implemented.

For these reasons, project-generated population growth impacts are not anticipated to be significant.

#### *Housing Growth*

The Midtown Specific Plan would accommodate the development of up to 1,736 new residential units within the Midtown Specific Plan area (and the City). The majority of the increase in housing units would occur in the Transit Node district of the Midtown Specific Plan area (concentrating and intensifying development at key transit, employment, and freeway nodes), with minor increases occurring in one of the Corridor and Medical districts. The estimated growth in housing units due to buildout of the Midtown Specific Plan is well within SCAG's forecast household increase for the City of Long Beach of 25,400 by 2035 and represents only 6.8 percent of the forecast household growth by 2035.

Additionally, the Midtown Specific Plan is consistent with the City's and SCAG goals to provide additional housing opportunities in Long Beach. The additional housing units (type and number of) permitted under the Midtown Specific Plan would also provide a substantial opportunity to provide affordable housing units in Long Beach consistent with the goals and policies of the City's Housing Element. For example, as stated in Chapter 7 (Administration and Implementation) of the Midtown Specific Plan, the higher density residential uses within the Midtown Specific Plan area could be used to address lower income housing needs.

For these reasons, project-related housing growth impacts are not anticipated to be significant.

#### *Employment Growth*

Buildout of the Midtown Specific Plan would result in an increase of approximately 2,787 new jobs within the Midtown Specific Plan area (and the City). The forecast increase in employment due to the buildout under the Midtown Specific Plan is well within SCAG's forecast employment increase for the City of Long Beach of 16,700 by 2035 and represents only 16.7 percent of the forecast employment growth by 2035. Therefore, project-related employment growth impacts are not anticipated to be significant.

### *Jobs-Housing Balance*

Project impacts on the jobs-housing balance are estimated by comparing employment and household buildout statistics of the Midtown Specific Plan to that of SCAG's 2035 projections. The estimated number of households that would be generated by the Midtown Specific Plan is calculated by multiplying proposed housing units (1,736 units) by the 92.9 percent occupancy rate in the City of Long Beach.

At buildout of the Midtown Specific Plan, the jobs-housing ratio for the City of Long Beach is estimated to be 0.98, the same as SCAG projects for the City in 2035. Therefore, no significant impact related to jobs-housing balance is anticipated to occur with implementation of the Midtown Specific Plan.

### **Area Outside the Midtown Specific Plan**

Under the Proposed Project, the area that is outside the Midtown Specific Plan, which covers two residential blocks around Officer Black Park (approximately 4 acres) west of Pasadena Avenue between 21st Street and 20th Street, would be extracted from PD 29 and retain its underlying conventional zoning designations, which include Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). With the exception of the zoning designation revisions that would be undertaken, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. Therefore, no population, housing or employment impacts are anticipated to occur.

**Finding:** Based on the preceding, impacts related to population, housing, and employment growth would be less than significant.

### **9. Public Services**

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**Impact 5.11-1 The Proposed Project would introduce new dwelling units, residents, nonresidential uses, and workers into the Long Beach Fire Department's service boundaries, thereby increasing the demand for fire protection and emergency services.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.11-7 of Section 5.11, *Public Services*, of the DEIR.

The potential impacts to fire protection and emergency services resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

Implementation of the Midtown Specific Plan would increase the overall demand on fire protection and emergency services in the City. Future growth in accordance with the Midtown Specific Plan is expected to create the typical range of fire and emergency service calls, and increase the need for new fire facilities, apparatus, and personnel in order to maintain adequate response times. LBFD's costs to maintain equipment and apparatus and to train and equip personnel would also increase.

According to LBFD, the fire stations in the vicinity of the Midtown Specific Plan area are the busiest in the City of Long Beach. For example, on average, the rescue units that serve the Project Site and its surroundings respond to over 15 calls for service per 24 hour shift period. LBFD's goal is to reduce the calls for service to

approximately 10 calls per 24 hour shift period. LBFD states that the increase in population due to the Midtown Specific Plan would likely lead to more calls for service. Therefore, LBFD believes that a rescue unit should be added to Fire Station No. 7 at 2295 23rd Street.

However, considering the existing firefighting resources available in the City, project impacts on fire protection and emergency services are not expected to occur. The increase in potential services needed would not require the construction of a new fire station or improvements to the primary fire stations (Station's No. 3, 7, 9 and 10) that serve the Midtown Specific Plan area. Implementation of the Midtown Specific Plan is also not anticipated to significantly increase LBFD's response times to either to the Project Site or the surrounding vicinity. LBFD has a response time goal of 6 minutes and 20 seconds. Currently, its average response time is 4 minutes and 17 seconds citywide. Additionally, future development that would be accommodated by the Midtown Specific Plan would occur in an area of the City already served by LBFD; therefore, the Midtown Specific Plan would not result in an expansion of LBFD's service area. In the event of an emergency within the Midtown Specific Plan area that requires more resources than the primary fire stations that serve the area could provide, LBFD would direct resources to the site from other LBFD stations nearby.

Additionally, the potential demand for additional personnel, equipment, and operational costs generated by the Midtown Specific Plan, would be funded and offset through the increased tax revenue generated from the additional development allowed under the Midtown Specific Plan. Individual development projects would be reviewed by the City and LBFD and would be required to comply with the requirements in effect at the time building permits are issued, including the payment of the fire facilities impact fee, per Chapter 18.23 (Fire Facilities Impact Fees) of the City's Municipal Code. The funds collected pursuant to this chapter are utilized for payment of the actual or estimated costs of fire facilities, apparatus, and equipment related to new residential and nonresidential construction. Payment of the Fire Facilities Impact Fee ensures that individual project applicant's pay their fair share of costs related to fire protection services and facilities.

LBFD would also continue to be supported by Proposition H revenue, a per barrel tax on all oil producers in Long Beach; the City's General Funds; the City's Tidelands operation revenue; and other revenue sources such as paramedic fees, fire building plan and building checks, various state and federal grants, and private donations. The additional personnel, building, and materials costs for fire services in the City required due to increased demand from future development accommodated by the Midtown Specific Plan would be offset through these revenue sources.

Additionally, during the City's development review and permitting process, LBFD would review and approve individual development projects to ensure that adequate facilities, infrastructure, and access are provided to serve the needs of LBFD. For example, individual development projects would be required to incorporate adequate fire protection facilities to the satisfaction of LBFD. Specific fire and life-safety requirements for the construction phase of future development projects that would be accommodated under the Midtown Specific Plan would be addressed at the building and fire plan check review stage for each development project.

All development projects that would be accommodated under the Midtown Specific Plan would also be required to comply with the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of Long Beach, Los Angeles County, and the State of California. For example, development projects would be required to comply with the most current edition (2013) of the CFC, which is

incorporated by reference in Chapter 18.48 (Fire Code) of the City's Municipal Code. Compliance with these codes and standards is ensured through the City's and LBFD's development review and building plan check process.

Based on the preceding, implementation of the Midtown Specific Plan would not result in substantial adverse impacts related to fire protection and emergency services.

#### **Area Outside the Midtown Specific Plan**

Under the Proposed Project, the area that is outside the Midtown Specific Plan, which covers two residential blocks around Officer Black Park (approximately 4 acres) west of Pasadena Avenue between 21st Street and 20th Street, would be extracted from PD 29 and retain its underlying conventional zoning designations, which include Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). With the exception of the zoning designation revisions that would be undertaken, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. Therefore, no impacts to fire protection and emergency services are anticipated to occur.

**Finding:** Based on the preceding, impacts related to fire protection and emergency services would be less than significant.

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**Impact 5.11-2 Implementation of the Proposed Project would introduce new residential and nonresidential structures, residents, and workers into the Long Beach Police Department service boundaries, thereby increasing the requirement for police protection services.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.11-12 of Section 5.11, *Public Services*, of the DEIR.

The potential impacts to police protection services resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

The Midtown Specific Plan at buildout would increase demands for police protection services in the Midtown Specific Plan area through development of approximately 1,700 dwelling units and 369,000 square feet of commercial and employment land uses, which would lead to an increase in residents and workers, respectively, in the Midtown Specific Plan area (and City). During the construction and operation of the future development projects that would be accommodated under the Midtown Specific Plan, the need for police services is expected to grow due to the increase in population and workers and associated potential for additional crime and accidents. Crime and safety issues during project construction may include: theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. After construction, development that would be accommodated by the Midtown Specific Plan is anticipated to generate a typical range of police service calls as similar developments, such as vehicle burglaries, residential thefts, disturbance, driving under the influence.

However, LBPD indicated that the increase in demands on police services resulting from the Midtown Specific Plan would not adversely impact LBPD's existing resources. The increase in potential services

needed would not require the construction of a new police station or improvements to the existing station that serves the Midtown Specific Plan area. Implementation of the Midtown Specific Plan is also not anticipated to significantly increase LBPD's response times to either to the Project Site or the surrounding vicinity. If calls for service increase and exceed the capacity of LBPD's existing workforce, additional staff would be requested. In addition, the proposed street closures associated with the proposed parklet's may impact service delivery, but impacts would be assessed as the project progresses. Additionally, future development that would be accommodated by the Midtown Specific Plan would occur in an area of the City already served by LBPD; therefore, the Midtown Specific Plan would not result in an expansion of LBPD's service area.

Furthermore, as development occurs in accordance with the Midtown Specific Plan, the City's General Funds would increase proportionally and would allocate additional funds to LBPD to hire and train additional police officers or administrative personnel. In addition, applicants of individual development projects would be required to pay police facilities impact fees in accordance with Chapter 18.22 (Police Facilities Impact Fees) of the City's Municipal Code, which would contribute to LBPD's funds to acquire, construct, and furnish new law enforcement facilities and purchase new equipment. The funds collected pursuant to this chapter are utilized for payment of the actual or estimated costs of police facilities, apparatus, and equipment related to new residential and nonresidential construction. Payment of the Police Facilities Impact Fee ensures that individual project applicant's pay their fair share of costs related to police protection services and facilities.

LBPD would also continue to be supported by Proposition H revenue, a per barrel tax on all oil producers in Long Beach; the City's Tidelands operation revenue; and other revenue sources such as general grants (e.g., federal, state, and county grants). The additional personnel, building, and materials costs for police services in the City required due to increased demand from future development accommodated by the Midtown Specific Plan would be offset through these revenue sources.

Based on the preceding, implementation of the Midtown Specific Plan would not result in substantial adverse impacts related to police protection services.

#### **Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no impacts to police protection services are anticipated to occur.

**Finding:** Based on the preceding, impacts related to police protection services would be less than significant.

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**Impact 5.11-3** The Proposed Project would result in the generation of 640 additional students, which would impact the school enrollment capacities of LBUSD schools that serve the Project Site.

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Support for this environmental impact conclusion is fully discussed starting on page 5.11-18 of Section 5.11, *Public Services*, of the DEIR.

The potential impacts to school services resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

### **Midtown Specific Plan Area**

Buildout of the Midtown Specific Plan would allow for up to 1,736 additional dwelling units, which would result in a population increase of 4,195 additional residents. The population increase would lead to an increase in student population, which in turn would add additional demand for LBUSD services and facilities.

Table 5.11-7, *Projected Student Populations*, of the DEIR provides an estimate of the number of K-12 grade level students that would be generated by buildout in accordance to the Midtown Specific Plan. The estimates use student generation rates specific to LBUSD and are based on general citywide single- and multifamily housing developments. Student generation rates are used by school districts to estimate the number of students generated by new development in order to determine whether or not existing school facilities would be adequate for future students.

As demonstrate in Table 5.11-7, LBUSD would have capacity to serve the additional 640 students that would be generated by the Midtown Specific Plan. Additionally, the need for additional services is addressed through compliance with the school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of impacts on school facilities in excess of fees set forth in Education Code Section 17620. These fees are collected by school districts at the time of issuance of building permits for commercial, industrial, and residential projects. LBUSD would be able to collect these school impact fees from future development projects that would be accommodated by the Midtown Specific Plan, pursuant to SB 50. The State Legislature has declared that the payment of those fees constitutes full mitigation for the impacts generated by new development, per Government Code Section 65995. Since all of future project-related development projects must pay their appropriate impact fees, each project would mitigate the impacts associated with its activities.

Therefore, based on the preceding, impacts from implementation of the Midtown Specific Plan on school services are not anticipated to be significant.

### **Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no impacts to school services are anticipated to occur.

**Finding:** Based on the preceding, impacts related to schools would be less than significant.

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**Impact 5.11-4** The Proposed Project would result in the generation of up to 4,195 additional residents in Project Site, which would lead to an increase in demand for local library services.

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Support for this environmental impact conclusion is fully discussed starting on page 5.11-22 of Section 5.11, *Public Services*, of the DEIR.

The potential impacts to library services resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

### **Midtown Specific Plan Area**

Buildout of the Midtown Specific Plan has the potential to generate up to 4,179 new residents in the Project Site (and City). The increased population would lead to increased demand for local library services; however, LBPL stated that additional resources and/or facilities are not needed to support future residents under the Midtown Specific Plan. Specifically, according to LBPL, existing library facilities and resources, including books, computers, etc. adequately serve the LBPL service population.

Additionally, although future project residents would be mainly served by the libraries shown in Table 5.11-9, *LBPL Libraries Serving the Project Site*, of the DEIR, they would have access to all 12 libraries within LBPL's system. In addition, a new Main Library is proposed as part of the new civic center currently being planned for the City of Long Beach. The new library would likely be larger and have more resources and facilities to serve a larger population. Project residents would also have access to Los Angeles County Public Library (LACPL) facilities and resources outside in surrounding neighboring cities via a library card issued by LACPL.

Furthermore, LBPL would continue receiving funding for library facilities and resources through the City's General Fund and through library activities, such as fines, facility rentals, and passport photo/execution fees as well as grants and private donations, provided mainly by the Friends of the Long Beach Public Library and the Long Beach Public Library Foundation.

Therefore, based on the preceding, impacts from implementation of the Midtown Specific Plan on library services are not anticipated to be significant.

### **Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no impacts to library services are anticipated to occur.

**Finding:** Based on the preceding, impacts related to libraries would be less than significant.

## **10. Recreation**

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**Impact 5.12-1** Implementation of the Proposed Project would lead to the generation of an additional 4,195 residents within Long Beach, which would in turn lead to an increase in the use of existing City parks and recreational facilities.

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Support for this environmental impact conclusion is fully discussed starting on page 5.12-6 of Section 5.12, *Recreation*, of the DEIR.

The potential impacts to existing parks and recreational facilities resulting from the Proposed Project within each of the areas of the Project Site are addressed below.



## Midtown Specific Plan Area

The Midtown Specific Plan would lead to an increase in the number of dwelling units within the Midtown Specific Plan area, from 1,883 under existing conditions to 3,619 under proposed conditions, a difference of 1,736 dwelling units. The additional dwelling units under the Midtown Specific Plan would increase the number of residents within the Midtown Specific Plan area (and City) by approximately 4,195 persons. These additional residents would lead to an increase in the demand of existing City park and recreational facilities.

The Midtown Specific Plan would also lead to an increase in commercial and employment development uses within the Midtown Specific Plan area from approximately 2.6 million square feet under existing conditions to approximately 3.0 million square feet under proposed conditions. The additional commercial and employment development uses would increase the number of employees within the Midtown Specific Plan area (and City) by approximately 2,787. However, only the increase in population due to residential development that would be accommodated under the Midtown Specific Plan would lead to a need for additional parks and recreational facilities to meet the needs of future project residents. The increase in employees is not used in determining the need for additional parks and recreational facilities.

The City of Long Beach currently has a citywide deficit of park and recreational space (deficit of approximately 1,084 acres of parkland); it currently has approximately 5.5 acres per 1,000 residents (2,614 acres of parkland in total). This is less than the City's target goal of 8 acres per 1,000 residents. The existing City parks and recreational facilities that would serve the future residents of the Midtown Specific Plan would experience increased use, which may lead to a deterioration of these parks and recreational facilities over time.

Using the City's goal of 8 acres of parkland per 1,000 residents, the net increase in demand for parkland due to buildout of the Midtown Specific Plan (up to 4,195 new residents) would be approximately 33.6 acres. Per Chapter 18.18 (Park and Recreation Facilities Fee) of the City's Municipal Code, new residential projects are required to pay in-lieu fees, or dedicate land for parks, or some combination thereof. In-lieu fees must be applied for the purpose of assuring that the park land and recreational facility standards established by the City are met with respect to the additional needs created by such development. Currently, these fees are set at \$4,613.04 per single-family dwelling, \$3,562.78 per multi-unit dwelling, \$2,619.63 per mobile home dwelling, and \$1,781.39 per accessory unit (e.g., artist studio, caretaker unit, personage).

All new residential development that would be accommodated under the Midtown Specific Plan would be required to pay the parks and recreation facilities impact fees, which would be placed into the City's park fee account, and used solely and exclusively for the purpose of funding future park land acquisition and recreation improvements. Therefore, as residential development occurs in accordance with the Midtown Specific Plan, the City's park funds would also gradually increase and allow the City to acquire new parks or improve on existing parks and recreational facilities. Payment of the parks and recreation facilities impact fees would also help offset any impacts to existing parks and recreational facilities. Parkland dedication and/or the payment of in-lieu fees would ensure that significant impacts to existing parks and recreational facilities would not occur.

In addition to the existing parks within the boundaries of the Midtown Specific Plan area and those within proximity of the Project Site, the Midtown Specific Plan includes an 18-acre Open Space District within the Midtown Specific Plan area, which identifies areas reserved for community and mini parks, and creates space for new parklets (small street parks) along Long Beach Boulevard. The Open Space District would maximize

physical and programmatic connections to existing park facilities, with a specific focus on linking Veterans Park with the Medical District. The proposed parklets would provide much needed active and passive park spaces for the urban neighborhoods along Long Beach Boulevard and promote health, wellness, community gardening, and art. For example, a parklet could provide space for a community garden or sports area such as a basketball or handball court. Other amenities within the parklets could include tables and chairs, playground equipment, or even a screen area to show movies. Additional open space is also encouraged in the Midtown Specific Plan along the Long Beach Boulevard corridor in connection with new development.

Furthermore, there are additional parks, recreational facilities, community centers, beaches, and public pools throughout the City that would serve future project residents. Furthermore, enhancing open space within the Midtown Specific Plan area would not only be important for serving this area, but also as part of the City's overall goal of providing 1,000 new acres of park space.

Overall, with implementation of the proposed Open Space District in the Midtown Specific Plan area and the required park and recreation facilities impact fees required of all new residential development under the Midtown Specific Plan, impacts to existing parks and recreational facilities are not anticipated to occur.

#### **Area Outside the Midtown Specific Plan**

Under the Proposed Project, the area that is outside the Midtown Specific Plan, which covers two residential blocks around Officer Black Park (approximately 4 acres) west of Pasadena Avenue between 21st Street and 20th Street, would be extracted from PD 29 and retain its underlying conventional zoning designations, which include Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). With the exception of the zoning designation revisions that would be undertaken, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. Therefore, no impacts to existing parks and recreational facilities are anticipated to occur.

**Finding:** Based on the preceding, impacts to existing parks and recreational facilities would be less than significant.

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**Impact 5.12-2** Project implementation would not result in environmental impacts as a result of new and/or expanded parks and recreational facilities that would be needed to serve future project residents.

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Support for this environmental impact conclusion is fully discussed starting on page 5.12-8 of Section 5.12, *Recreation*, of the DEIR.

The potential impacts due to new and/or expanded parks and recreational facilities resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

As noted above, the Midtown Specific Plan includes an 18-acre Open Space District within the Midtown Specific Plan area, which identifies areas reserved for community and mini parks, and creates space for new parklets (small street parks) along Long Beach Boulevard.

Development and operation of new parks and recreational facilities within the Midtown Specific Plan area may have an adverse physical effect on the environment, including impacts relating to air quality, lighting, noise, and traffic. Environmental impacts associated with the construction of new parks and recreational facilities in accordance with the Midtown Specific Plan, including the creation of parklets along Long Beach Boulevard, are addressed separately (see environmental topical areas in Chapter 5, *Environmental Analysis*, of the DEIR). However, it is speculative to determine impacts arising from development of individual park projects. Potentially adverse impacts to the environment that may result from the construction of new parks and recreational facilities within the Midtown Specific Plan area would not be significant upon the implementation of the Midtown Specific Plan's goals, policies, and actions, as well as existing federal, state, and local regulations. Future park developments within the Midtown Specific Plan area would also be required to adhere to the development standards and design guidelines of the Midtown Specific Plan. Furthermore, subsequent City review would be required for approval and development of future park projects within the Midtown Specific Plan area.

Furthermore, per the analysis provided above under Impact 5.12-1, development that would be accommodated under the Midtown Specific Plan would not require the construction of new or expansion of existing City parks and recreational facilities due to use of these parks and facilities by future project residents. As noted above, all new residential development that would be accommodated under the Midtown Specific Plan would be required to pay the parks and recreation facilities impact fees outlined in Chapter 18.18 (Park and Recreation Facilities Fee) of the City's Municipal Code, which would be placed into the City's park fee account, and used solely and exclusively for the purpose of funding future park land acquisition and recreation improvements. Payment of the parks and recreation facilities impact fees would help offset any impacts to existing parks and recreational facilities.

For these reasons, the Midtown Specific Plan would not result in significant impacts relating to new and/or expanded parks and recreational facilities.

#### **Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. No new parks or recreation facilities would occur within this area of the Project Site. Therefore, no impacts due to new and/or expanded parks and recreational facilities are anticipated to occur.

**Finding:** Based on the preceding, impacts do to new and/or expanded parks and recreational facilities would be less than significant.

#### **1.1. Transportation and Traffic**

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**Impact 5.13-2** Project-related traffic would not result in significant impacts to congestion management plan facilities in the study area.

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Support for this environmental impact conclusion is fully discussed starting on page 5.13-25 of Section 5.13, *Transportation and Traffic*, of the DEIR.

The potential impacts to CMP facilities resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

### **Midtown Specific Plan Area**

There are no CMP intersections in the study area, the nearest CMP intersection is Pacific Coast Highway at Alamitos Avenue/Orange Avenue, approximately 1,000 feet east from the Midtown Specific Plan area. Figure 7 (Project Only Peak Hour Traffic Volumes) of the Traffic Impact Analysis (see Appendix H of the DEIR) shows the Midtown Specific Plan's peak hour traffic volumes in the AM and PM peak hours. Per Figure 7, approximately 121 AM and 106 PM peak hour trips would be directed eastbound towards this intersection.

As shown in Table 5.13-10, *Intersection Level of Service for Pacific Coast Highway at Alamitos/Orange Avenue*, of the DEIR, the intersection is currently operating at LOS B during the AM peak hour and C during the PM peak hour. As also shown in the table, the CMP analysis at the intersection of Pacific Coast Highway and Alamitos Avenue/Orange Avenue was conducted by Fehr & Peers for all four traffic conditions. For future volumes, Fehr & Peers grew the existing counts by 10.1 percent (2015 to 2035) in accordance with the CMP Traffic Impact Analysis Guidelines. Additionally, when project traffic was added to the intersection, it was assumed that every trip made it to that intersection as a conservative approach.

As shown in Table 5.13-10, the intersection of Pacific Coast Highway and Alamitos Avenue/Orange Avenue would operate at LOS C or better during both peak hours under all four traffic conditions. Therefore, the Midtown Specific Plan would not result in this CMP-designated intersection to exceeding the congestion management agency service standards.

### **Area Outside the Midtown Specific Plan**

With the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. No new development would occur within this area of the Project Site. Therefore, no impacts CMP facilities are anticipated to occur.

**Finding:** Based on the preceding, impacts to CMP facilities would be less than significant.

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### **Impact 5.13-3 The Proposed Project complies with adopted policies, plans, and programs for alternative transportation.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.13-27 of Section 5.13, *Transportation and Traffic*, of the DEIR.

The potential impacts to adopted policies, plans, and programs for alternative transportation resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

### **Midtown Specific Plan**

Following is a discussion of the alternative modes of transportation that would be implemented by the Midtown Specific Plan.

### *Pedestrian*

The Midtown Specific Plan would enhance pedestrian facilities throughout the Midtown Specific Plan area through the widening of sidewalks, improved intersection crossings, enhanced lighting and landscaping along the corridor, and implementation of bicycle lanes, which would enhance pedestrian safety. The Midtown Specific Plan also includes the closure of thru traffic on a few low volume roadway segments that intersect with Long Beach Boulevard to create parklets (small street parks). The parklets would provide pedestrian enhancements that would serve as oases amid the urbanized nature of the corridor, as well as connections from the adjoining neighborhoods to the corridor. Additionally, as outlined in the Midtown Specific Plan, an enhancement that would occur in the norther portion of the Midtown Specific Plan area would be the installation of a pedestrian bridge over Long Beach Boulevard, which would link the Long Beach Memorial Medical Center, Veterans Park, and Willow Metro Station.

### *Bicycle*

With the integration of complete streets and enhanced mobility, the Midtown Specific Plan prescribes improved crossings and reevaluates the right-of-way design for Long Beach Boulevard (the portion within the Midtown Specific Plan boundaries) to better accommodate bicycles along the corridor. Implementation of the mobility and streetscape plan would include improvements to Long Beach Boulevard and its cross-streets (e.g., Spring Street, Willow Street, and Pacific Coast Highway). The updated street designs for the Midtown Specific Plan area combine the existing amenities along the corridor with new features such as additional bicycle facilities.

Specifically, the Midtown Specific Plan includes recommendations for an improved Class III or IV bikeway and bike boxes along Long Beach Boulevard where and when feasible. Bicycle improvements along Long Beach Boulevard will be determined in the City's Bicycle Master Plan Update. As conditions change along the boulevard, new bikeways would add connectivity to other transit options, such as the Metro Blue line, and other bicycle connections in the City. Where feasible and when on-street parking is deemed unnecessary, new bike lanes could be physically separated from pedestrian and vehicular traffic. Curb extensions could also be considered to create space for the new lanes by reducing on-street parking and right-turn pockets. This treatment creates safer environments for pedestrians and bicyclists while encouraging healthy alternative transportation options for people living and working in the area.

### *Transit*

The Midtown Specific Plan area is currently served by the Metro Blue Line light rail, local and regional bus services, and shuttle service. Implementation of the Midtown Specific Plan would, in the long term, convert the existing open platform at Willow Metro Station (which is located in the northern portion of the Midtown Specific Plan area) into an enclosed transit station that could serve as a connection point for multiple lines and modes of transportation. This would include the current Metro Blue Line and the proposed expansion of the Metro Green Line. Moreover, this would also connect the local bus system and other potential types of transit service, such as bus rapid transit and trolley service. Additionally, the enclosed transit station would provide bicycle and pedestrian connections to nearby shops, offices, and parking facilities.

The Midtown Specific Plan also recognizes the importance of the Willow Metro Station as a multi-modal transit hub along the Long Beach Boulevard corridor. The Willow Station Bike Transit Hub Access Plan identifies improvements for the Willow Station. Recommended improvements under the Willow Station Bike

Transit Hub Access Plan include new bike lanes, restriping, and intersection improvements such as bicycle signal detectors, modifications to signal timing, and reconfigured crosswalks. The goals and vision for the Midtown Specific Plan are consistent with the access and onsite improvements in and leading to the Willow Station. The design guidelines and development standards contained in the Midtown Specific Plan would be used for improving signage, landscaping, bike racks, and other furnishings for the area associated with the Willow Station. Therefore, the Midtown Specific Plan would help implement the Willow Station Bike Transit Hub Access Plan.

Furthermore, under the Midtown Specific Plan, three transit nodes would be created within the Midtown Specific Plan area to support the three existing Metro stations along the corridor and foster transit-oriented development around them. Transit improvements for the Metro stations would include installation of bike racks to help riders' first and last mile, and pedestrian and bicycle access would be improved.

### *Conclusion*

In summary and as demonstrate above, the Midtown Specific Plan would improve transit, bicycle and pedestrian facilities and infrastructure throughout the Project Site to promote active and alternative modes of transportation. Additionally, the Midtown Specific Plan is guided by the City's Mobility Element and is consistent with several policies to promote complete streets and alternative transportation modes, including:

- MOP Policy 1-1: To improve the performance and visual appearance of Long Beach's streets, design streets holistically using "complete streets approach" which considers walking, those with mobility constraints, bicyclists, public transit users, and various modes of mobility in parallel.
- MOP Policy 1-4: Allow for flexible use of public right-of-way to accommodate all users of the street system, while maintaining safety standards.
- MOP Policy 1-9: Increase mode shift of transit, pedestrians, and bicycles.
- MOP Policy 2-2: Design the character and scale of the street to support its street type and place-type designation and overlay networks.
- MOP Policy 2-6: Ensure high-quality, on-street access to transit stops and stations.
- MOP Policy 2-11: Consider every street in Long Beach as a street that bicyclists and pedestrians will use.
- MOP Policy 2-18: Provide adequate sidewalk widths and clear path of travel as determined by street type classification, adjoining land uses, and expected pedestrian usage.
- MOP Policy 5-2: Reduce Vehicle Miles Traveled (VMT) and vehicle trips through the use of alternative modes of transportation and TDM.

Furthermore, the Midtown Specific Plan would help the City implement AB 1358, the California Complete Streets Act. AB 1358, described above, requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users. By incorporating Complete Streets elements/components into the Midtown Specific Plan, the City would increase the number of trips made by alternative modes of travel (e.g., transit, bicycling, and walking), correspondingly reducing the number of

vehicle trips and associated greenhouse gas emissions. An increase in transit trips, bicycling, and walking would thus help the City meet the transportation needs of all residents, workers, and visitors while reducing traffic congestion and also helping meet the greenhouse gas reduction goals of AB 32 (the Global Warming Solutions Act) and SB 375 (the Sustainable Communities and Climate Protection Act), which are implemented through SCAG's 2012-2035 RTP/SCS.

### **Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. No new development would occur within this area of the Project Site. Therefore, no impacts to adopted policies, plans, and programs for alternative transportation are anticipated to occur.

**Finding:** Based on the preceding, impacts related to adopted policies, plans, and programs for alternative transportation would be less than significant.

### **12. Utilities and Service Systems**

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#### **Impact 5.14-2 Water supply and distribution systems are adequate to meet the requirements of the Proposed Project.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.14-22 of Section 5.14, *Utilities and Service Systems*, of the DEIR.

The potential impacts to water supply and delivery systems resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

##### *Water Demand and Supply*

As shown in Table 5.14-8, *Estimated Project Water Demand*, buildout under the Midtown Specific Plan is estimated to increase water demands in the Project Site by approximately 475,500 gallons per day (that is, about 533 acre-feet per year), or 36 percent, compared to existing water demands onsite. However, the Long Beach Water Department (LBWD) forecasts that it will have sufficient water supplies to meet estimated water demands from buildout of the Midtown Specific Plan. This finding is based on LBWD's rights to a reliable supply of groundwater and LBWD's preferential rights to Metropolitan Water District (MWD) water.

Additionally, the landscape plans of individual development projects that would be accommodated by the Midtown Specific Plan would be required to designed and implemented in accordance with the water-efficient landscape requirements outlined in the Section 21.42.035 (Special Requirements for Water Efficient Landscaping) of the City's Municipal Code. Individual development projects would also be required to comply with the provisions of Chapter 18.74 (Low Impact Development Standards) of the City's Municipal Code, which requires the use of low impact development (LID) standards in planning and construction of

development projects. These standards help to control and maintain water flow rate using site design and best management practices.

Furthermore, the Midtown Specific Plan outlines a number of provisions that would ensure that individual development projects within the Midtown Specific Plan area are designed with water conservation in mind, including:

- Projects are highly encouraged to use native and low-water-use plants consistent with the landscaping palettes recommended by the Long Beach Water Department.
- Irrigation systems should incorporate water conserving methods and water efficient technologies such as drip emitters, evapotranspiration controllers, and moisture sensors. Explore opportunities to reuse rain water and/or gray water for irrigation.
- Landscaping areas should use minimal water resources and impermeable surfaces. Lawn/turf shall be limited to areas that serve a functional purpose.
- Drainage should be directed to permeable areas to minimize discharge to the storm drain system. Use pervious or open grid paving for parking areas whenever possible to reduce the negative effects of stormwater runoff and to facilitate groundwater recharge.

Future development that would be accommodated by the Midtown Specific Plan would also be required to comply with the provisions of the most current (2013) California Green Building Standards Code (CALGreen; adopted by reference in Chapter 18.47 [Green Building Standards Code] of the City's Municipal Code), which contains requirements for indoor water use reduction and site irrigation conservation.

#### *Water Distribution System*

For the analysis conducted in the Infrastructure Technical Report (see Appendix E of the DEIR), the City's water hydraulic model was updated using water flows estimated at project buildout. As concluded in the report, all water mains within the Midtown Specific Plan area have adequate capacity to convey water flows at buildout conditions except for one segment (a distance of about 1,000 feet) of an 8-inch water main in Districts 3 and 6, along Long Beach Boulevard between Pacific Coast Highway and 16th Street. That water main segment may require replacement with a 10 or 12-inch main, depending on the configuration of land uses at buildout in Districts 3 and 6 of the Midtown Specific Plan area.

Replacement of the aforementioned water main in District 6, if required, would occur within existing roadways in soil already disturbed by construction of the roadways and existing utilities. Replacement of the water main is noted as a project improvement (or project design feature) in the Midtown Specific Plan, impacts of which are analyzed throughout Chapter 5 of the DEIR. For example, if implementation of upgrades is required, conformance with the General Construction Permit for Linear Projects would be followed, which serves to reduce the impacts of construction through the use of sediment and erosion based best management practices. Potential water main replacement would not cause significant impacts additional to those identified elsewhere in Chapter 5, and no additional significant impact would occur.

Under proposed conditions, it is also anticipated that the majority of existing onsite water lines within private parcels would be removed and replaced with new water lines based on the proposed building configuration



and type of development proposed for each parcel. The new water lines would be implemented as needed to better serve the individual development projects that would be accommodated by the Midtown Specific Plan. Additionally, it is anticipated that routine maintenance and replacement of older water lines within the City's right-of-way will continue throughout the Midtown Specific Plan area consistent with the Capital Improvement Program established by the Long Beach Water Department; all activities associated with routine maintenance and replacement of older water lines would be initiated and undertaken by the City as needed. However, no major infrastructure improvements are anticipated and the increases in water demand due to buildout of the Midtown Specific Plan can be adequately served by the existing infrastructure.

Based on the preceding, no significant impacts to water distribution systems are anticipated to occur.

#### **Area Outside the Midtown Specific Plan**

With the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. No new development would occur within this area of the Project Site. Therefore, no impacts to water supply and delivery systems are anticipated to occur.

**Finding:** Based on the preceding, impacts related to water supply and delivery systems would be less than significant.

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#### **Impact 5.14-3 Existing solid waste facilities could accommodate the solid waste that would be generated by the Proposed Project.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.14-29 of Section 5.14, *Utilities and Service Systems*, of the DEIR.

The potential impacts to solid waste facilities resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

Using CalRecycle solid waste generation rates, buildout under the Midtown Specific Plan is forecast to generate a net increase of 38,314 pounds – or 19.2 tons – of solid waste per day. The five landfills serving the City have combined residual disposal capacity of over 28,000 tons per day. Therefore, there is adequate landfill capacity in the region for the estimated project-generated 19.2 tons of solid waste, and buildout under the Midtown Specific Plan would not require new or expanded landfill facilities. In addition, portions of the 19.2 tons of solid waste per day would be processed at the Southeast Resource Recovery Facility and recycled or incinerated to generate electricity, or be sorted at Potential Industries for re-selling of recyclable materials.

Additionally, individual development projects that would be accommodated by the Midtown Specific Plan would be required to adhere to the provisions of Chapter 18.67 (Construction and Demolition Recycling Program) of the City's Municipal Code, which requires that certain categories of projects divert at least 60 percent of construction and demolition waste from landfills, through reuse or recycling. Covered projects include all newly constructed buildings; building additions of 1,000 square feet or more; building alterations with a permit valuation of \$200,000 or more; and all demolition projects.

Furthermore, Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the 2013 California Green Building Standards Code (CALGreen; incorporated by reference in Chapter 15.22 [Green Building Standards Code] of the City's Municipal Code) requires that at least 50 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Development that would be accommodate by the Midtown Specific Plan would be required to adhere to the waste reduction and recycling provisions of CALGreen, which would be ensured through the City's development review and building plancheck process.

Based on the preceding, impacts on solid waste disposal capacity are not anticipated to be significant.

#### **Area Outside the Midtown Specific Plan**

With the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. No new development would occur within this area of the Project Site. Therefore, no impacts to solid waste facilities are anticipated to occur.

**Finding:** Based on the preceding, impacts to solid waste facilities would be less than significant.

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#### **Impact 5.14-4 Existing and/or proposed electricity and natural gas facilities would be able to accommodate utility demands that would be generated by the Proposed Project.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.14-34 of Section 5.14, *Utilities and Service Systems*, of the DEIR.

The potential impacts to existing and/or proposed electricity and natural gas facilities resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

##### *Electricity*

Buildout under the Midtown Specific Plan would create a net increase in electricity demand of approximately 16.5 million kWhr annually compared to existing conditions. However, the net increase is well within SCE's systemwide net increase in electricity supplies of approximately 13,400 GWH annually over the 2012-2024 period. Therefore, there are sufficient planned electricity supplies in the region for the estimated net increase in electricity demands, and buildout under the Midtown Specific Plan would not require expanded electricity supplies.

Additionally, plans submitted for building permits of development projects that would be accommodated by the Midtown Specific Plan would be required to include verification demonstrating compliance with the 2013 Building and Energy Efficiency Standards and are also required to be reviewed and approved by the City of Long Beach Public Utilities Department prior to issuance of building permits.

Development projects that would be accommodated by the Midtown Specific Plan would also be required adhere to the provisions of CALGreen, which established planning and design standards for sustainable site

development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.

Furthermore, the Midtown Specific Plan outlines a number of provisions that would ensure that individual development projects within the Midtown Specific Plan area are designed with energy conservation in mind, including:

- Projects and buildings are encouraged to be more energy efficient than required by local and state codes.
- Energy efficient building materials should be used whenever possible and appropriate.
- EPA “Energy Star” labeled windows with low-e coatings are encouraged.
- Energy-efficient and natural lighting should be used wherever possible. Maximize daylighting and views through window placement and design. Passive solar design can be used to reduce heating requirements by 30 percent to 50 percent, thus saving money and energy.
- Materials that reduce the transfer of heat into and/or out of the building should be used. For example, the use of light-colored roofing materials to reflect heat and reduce cooling in buildings is encouraged.
- South- and west-facing windows should be shaded with an overhang, deciduous trees, or awnings to reduce summer exposure.
- Parking structures should integrate sustainable design features such as photovoltaic panels (especially on top parking deck), renewable materials with proven longevity, and stormwater treatment wherever possible.

#### *Natural Gas*

Buildout under the Midtown Specific Plan would generate a net increase in natural gas demands of approximately 33.5 million kBTU annually. The City of Long Beach Gas and Oil Department forecasts that its natural gas supplies will increase by approximately 601 million kBTU annually between 2014 and 2035 (CGEU 2014). The forecast net increase in natural gas demands due to buildout under the Midtown Specific Plan is well within City forecasts of natural gas supplies, and therefore, would not require the City to obtain new or expanded natural gas supplies.

#### **Area Outside the Midtown Specific Plan**

With the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. No new development would occur within this area of the Project Site. Therefore, no impacts to existing and/or proposed electricity and natural gas facilities are anticipated to occur.

**Finding:** Based on the preceding, impacts to existing and/or proposed electricity and natural gas facilities would be less than significant.

## D. Findings on Impacts Mitigated to Less Than Significant

The following summary describes impacts of the proposed project that, without mitigation, would result in significant adverse impacts. Upon implementation of the mitigation measures provided in the DEIR, these impacts would be considered less than significant.

### 1. Cultural Resources

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#### Impact 5.3-1 Implementation of the Proposed Project could result in an impact on known and/or unknown historical resources.

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Support for this environmental impact conclusion is fully discussed starting on page 5.3-8 of Section 5.3, *Cultural Resources*, of the DEIR.

Following is a discussion of the Proposed Project's potential impacts on historical resources as a result of development and redevelopment activities that would be accommodated within each of the areas of the Project Site under the Proposed Project.

#### Midtown Specific Plan Area

As a part of the Historical Resources Report (see Appendix D of the DEIR) and in addition to the existing historical resource within the Midtown Specific Plan area (Packard Motors Building at 205 Anaheim Street), GPA Consulting identified properties within the Midtown Specific Plan area that are yet to be identified as a historical resource and should be further studied for potential impacts to historical resources in the event they are proposed for alteration or demolition as part of development and redevelopment that would be accommodated under the Midtown Specific Plan. No individual properties were specifically researched or evaluated to determine if they are eligible for listing in the National or California Registers or as a local landmark. Instead, the properties with the greatest likelihood for historic significance were identified, based on age, level of integrity, and property type.

Generally, properties must be at least 50 years old to be eligible for listing in the National Register of Historic Places. As the California Register and local register are modeled after the National Register, the industry standard also uses the 50 threshold as the minimum age requirement for eligibility. However, to capture properties that might turn 50 years old during the development of a project or survey, the industry standard looks at all properties that are more than 45 years old as a minimum age requirement for evaluation. Therefore, GPA Consulting obtained build dates for all properties in the Midtown Specific Plan Area using the Los Angeles County Assessor data. At least 606 parcels were indicated as containing buildings or structures over 45 years old. As these properties are nearing or past 50 years old, they were identified by GPA Consulting as properties that met the minimum age requirement that required further investigation.

In order to obtain additional information about the condition of the properties over 45 years of age, GPA conducted a windshield survey of these properties on December 8 and 9, 2015. This effort involved driving each street in the Midtown Specific Plan area to view and photograph properties from the public right-of-way. The properties that were at least 45 years of age and had moderate to high integrity were noted and photographed from the street whenever possible (photographs provided in Appendix D of the DEIR). A total of 66 properties were identified during the survey as "potential historical resources"; these properties are

listed in Table 5.3-2, *List of Properties in the Midtown Specific Plan Area Recommended for Future Evaluation*, of the DEIR.

The list of properties provided in Table 5.3-2 have the highest likelihood that they may qualify as historical resources because they meet the minimum age requirement for the various historical registration programs and have the highest level of integrity of such properties within the Midtown Specific Plan Area. However, their individual significance (or lack thereof) is unknown and the properties have not been compared to other similar properties within a larger context or geographic region (e.g., the City at large). Therefore, properties identified in Table 5.3-2 would require further evaluation on a case by case basis if they are proposed to be altered or demolished as part of future development or redevelopment activities that would be accommodated under the Midtown Specific Plan.

An intensive-level evaluation of the properties identified in Table 5.3-2 would be required if they are proposed to be altered or demolished to definitively determine if they are historical resources as defined by CEQA. The evaluation would be required to be undertaken in accordance with the City's procedures for historical resource evaluations, generally involving a report and recordation of the property on a California Office of Historic Preservation DPR 523 Form.

Properties not included in Table 5.3-2, including properties that turn 50 years old after adoption of the Midtown Specific Plan, may still qualify as historical resources if a preponderance of evidence demonstrates that they meet one of the criteria listed in Section 5.3, *Cultural Resources*. The fact that a property has not been previously identified does not preclude the City from treating any other resources over the age of 45 within the Midtown Specific Plan Area as potential historical resources, and requesting that they be evaluated as part of a future project. Evaluation of discretionary projects for any properties within the Midtown Specific Plan area not listed in Table 5.3-2 would be subject to evaluation by the City of Long Beach Development Services Department based on the standards of the City's Cultural Heritage Ordinance and the criteria of the California Environmental Quality Act.

Taking into consideration the types of potentially-eligible properties identified within the Midtown Specific Plan Area and the potential for various impacts to these properties, appropriate mitigation measures have been outlined at the end of this section to avoid, minimize, or mitigate significant impacts that may be caused by future development or redevelopment projects within the Midtown Specific Plan area.

#### **Mitigation Measures**

CUL-1 Future development or redevelopment projects on any of the properties listed in Table 5.3-2 (*List of Properties in the Midtown Specific Plan Area Recommended for Future Evaluation*) of the Midtown Specific Plan EIR (SCH No. 2015031034) shall require that an intensive-level historical evaluation of the property be conducted by the property owner or project applicant/developer; the evaluation shall be conducted in accordance with all applicable federal, state and local guidelines for evaluating historical resources. If based on the evaluation of the property it is determined that the proposed development or redevelopment project will have a substantial adverse effect on a historical resource (i.e. it would reduce its integrity to the point that it would no longer be eligible for inclusion in the California Register of Historical Resources or in the list of Long Beach Landmarks), then the provisions of Mitigation Measure CUL-2 shall

be implemented by the property owner or project applicant/ developer to eliminate or reduce the project's impact on historical resources.

CUL-2

If based on the intensive-level historical evaluation of a property listed in Table 5.3-2 (List of Properties in the Midtown Specific Plan Area Recommended for Future Evaluation) of the Midtown Specific Plan EIR, as required under Mitigation Measure CUL-1, it is determined that the proposed development or redevelopment project will have a substantial adverse effect on a historical resource, the City of Long Beach shall require the property owner or project applicant/ developer to implement the following measures:

A. Rehabilitation According to the Secretary of the Interior's Standards

1. If the proposed project includes renovation, alteration, or an addition to an historical resource (not including total demolition), then the property owner or project applicant/ developer shall first seek to design all proposed renovation, alterations or additions to the historical resource in a manner that is consistent with the Secretary of the Interior's Standards for Rehabilitation (Standards) found at: <http://www.nps.gov/tps/standards/rehabilitation/rehab/stand.htm>.
  - a. Plans for rehabilitation shall be created under the supervision of a professional meeting the Department of Interior's Professional Qualifications Standards in Architectural History or Historic Architecture and be designed by a licensed architect with demonstrated historic preservation experience.
  - b. Plans shall be reviewed in the schematic design phase prior to any construction work, as well as in the 60 and 90 percent construction documents phases for compliance with the Standards by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience with the Standards compliance reviews.
  - c. The qualified historic preservation professional reviewing the plans shall create a technical memo at each phase and submit the memo to the City of Long Beach Development Services Department for concurrence.
  - d. At the discretion of the City, a detailed character-defining features analysis and/or historical resource treatment plan may need to be prepared for select historical resources by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards if the nature of the project or the significance of the property warrants such detailed analysis.
  - e. A qualified historic preservation professional shall monitor construction activities at key milestones to ensure the work to be conducted complies with the Standards. The milestones shall be agreed upon in advance by the City and property owner or project applicant/ developer.
  - f. City staff and the qualified historic preservation professional shall review the finished rehabilitation/renovation in person upon completion.

- g. In the event that any historical resource(s) are leased to third-party tenants and tenant improvements will be made, all of the terms of this stipulation shall be disclosed in the lease agreements, agreed upon in writing, and mutually enforced by the property owner or project applicant/developer and the City. The tenants shall not be permitted to conduct work that does not comply with the Standards.

B. Retention/On-Site Relocation- For Proposed Demolition

1. If the proposed project includes total demolition of a historical resource, the property owner or project applicant/developer shall first consider an alternative that retains the historical resource and incorporates it into the overall project development as an adaptive re-use of the building, as determined feasible.
2. If the project site permits, the historical resource should be relocated to another location on the site and the resource should be re-incorporated into the overall project, as determined feasible.
3. If the City determines that retention/onsite relocation of the historical resource is not feasible through a credible feasibility study, then the City shall elect to allow the property owner or project applicant/developer to move forward with the development/redevelopment project; however, all other requirements outlined in this mitigation measure shall apply.

C. Third Party Sale

1. If the City determines that retention or onsite relocation of the historical resource is not feasible, then the property owner or project applicant/developer shall offer any historical resources scheduled for demolition to the public for sale and offsite relocation by a third party:
  - a. The historic resource(s) shall be advertised by the property owner or project applicant/developer at a minimum in the following locations: project applicant's/developer's website (if applicable); City of Long Beach website; Los Angeles Times website and print editions; Long Beach Press Telegram.
  - b. The bidding period shall remain open for 60 days after the date of advertisement to allow adequate response time from interested parties.
  - c. Qualified parties shall meet the following minimum qualifications to be considered a realistic buyer: possess adequate financial resources to relocate and rehabilitate the historical resource(s); possess an available location for the historical resource(s); and provide for a new use for the historical resource(s).
  - d. The City shall approve the qualified buyer. If no such buyer comes forward within the allotted time frame, the City shall elect to issue a demolition permit for the historical resource. However, all other requirements outlined in this mitigation measure shall apply.

#### D. Recordation

1. The property owner or project applicant/developer shall create HABS-like Level II documentation prepared in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. Information on the Standards and Guidelines is available at the following links:  
[http://www.nps.gov/history/local-law/arch\\_stnds\\_6.htm](http://www.nps.gov/history/local-law/arch_stnds_6.htm).  
<http://www.nps.gov/history/hdp/standards/index.htm>.
  - a. Photographs with large-format (4 inches by 5 inches or larger), black and white negatives of the property as a whole shall be provided; photocopies with large format negatives of select existing drawings, site plans, or historic views where available. A minimum of 12 views showing context and relationship of historical resources to each other shall be provided; aerial views showing the whole property shall also be provided.
  - b. Written historical descriptive data, index to photographs, and photo key plan shall be provided.
  - c. The above items shall be created by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience in creating HABS Level II documentation.
  - d. The above items shall be created prior to any demolition or relocation work.
  - e. The above items shall be distributed to the following repositories for use by future researchers and educators. Before submitting any documents, each of the following repositories shall be contacted to ensure that they are willing and able to accept the items: City of Long Beach Public Library; Long Beach Historical Society; Los Angeles Public Library; South Central Coastal Information Center at California State University, Fullerton; and City of Long Beach Development Services Department (building files).

#### E. Salvage and Reuse

1. If offsite relocation of the historical resource by a third party is not accomplished, the property owner or project applicant/developer shall create a salvage and reuse plan identifying elements and materials of the resource that can be saved prior to any demolition work.
  - a. The salvage and reuse plan shall be included in bid documents prepared for the site and shall be created by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience in creating salvage and reuse plans.



- b. Elements and materials that may be salvageable include windows; doors; roof tiles; decorative elements; bricks, foundation materials, and/or paving materials; framing members; furniture; lighting; and flooring materials, such as tiles and hardwood.
  2. The property owner or project applicant/developer shall identify individuals, organizations, or businesses interested in receiving the salvaged items; these may include Habitat for Humanity Restore; other affordable housing organizations; or salvage yards. The following steps shall be taken by the property owner or project applicant/developer:
    - a. Identification of the individuals, organizations, or businesses interested in receiving the salvaged items shall be completed in consultation with the City.
    - b. Identification of the individuals, organizations, or businesses interested in receiving the salvaged items shall be accomplished by contacting potentially interested parties directly first.
    - c. Items to be salvaged shall be advertised in the following locations for a period of 60 days if none of the contacted parties are able to receive the items: Los Angeles Times and Long Beach Press Telegram.
  3. The property owner or project applicant/developer shall remove salvageable items in the gentlest, least destructive manner possible. Historic materials and features shall be protected by storing salvaged items in indoor, climate- and weather-controlled conditions until recipients can retrieve them. The removal of salvageable items shall be performed by a licensed contractor with demonstrated experience with implementing salvage and reuse plans.

F. Other Optional Interpretive, Commemorative, or Educational Measures

The City may also elect to require additional (optional) mitigation measures crafted in response to a specific historical resource's property type or significance, association with a specific historic person, or overall value to the community, as practical, so long as the measure is commensurate with the significance of the property and the level of impact to that resource. Such measures may include educational or interpretive programming; signage; incorporation of historical features into new developments or public art; contribution to a mitigation fund for future historic preservation efforts; written histories or contexts important to the public's understanding of the lost resource (presuming no other extant resource can interpret such significance); etc. The need for these additional measures shall be determined by the City on a case by case basis and incorporated into the conditions of approval for the project. Some measures may be made available to the public through museum displays, written reports at research repositories or made available through on- or offsite signage or existing online multi-media sites.

## Area Outside the Midtown Specific Plan

Under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area of the Project Site and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. Therefore, no impacts on historical resources are anticipated to occur.

**Finding:** Based on the preceding, impacts to historical resources would be less than significant with implementation of the mitigation measures. The City of Long Beach hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

## 2. Hazards and Hazardous Materials

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**Impact 5.6-1** The construction and operational phases of future development projects that would be accommodated by the Proposed Project would not create substantial hazards through accidental release of hazardous materials, nor emit hazardous emissions or handle hazardous materials within one-quarter mile of a school site.

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Support for this environmental impact conclusion is fully discussed starting on page 5.6-10 of Section 5.6, *Hazards and Hazardous Materials*, of the DEIR.

Following is a discussion of the Proposed Project's potential to create a significant hazard to the public or the environment within each of the areas of the Project Site through the accidental release of hazardous materials during the operational and construction phases of future development projects that would be accommodated by the Proposed Project. Impacts to the public includes potential impacts to the four schools that are within one-quarter mile of the Project Site, which include Long Beach Polytechnic High School, Roosevelt Elementary, Burnett Elementary, and Holy Innocents Parish.

### Midtown Specific Plan Area

#### *Hazardous Materials Associated with Project Operation*

The development of industrial uses or other land uses involving the storage, use, transport, and disposal of large amounts of hazardous wastes are not proposed and would not be permitted under the Midtown Specific Plan. No manufacturing, industrial, or other uses utilizing large amounts of hazardous materials would occur within the Midtown Specific Plan area. Proposed and permitted land uses in the Midtown Specific Plan include residential, restaurant, entertainment, office, neighborhood-serving commercial, live-work, health care and medical office, and open space uses.

Operation of the proposed residential uses would involve the use of small quantities of hazardous materials for cleaning and maintenance purposes, such as paints, household cleaners, fertilizers, and pesticides. The types of hazardous materials that could be used during operation of future nonresidential uses (restaurant, entertainment, office, neighborhood-serving commercial) are anticipated to include cleaning and maintenance products, paints, and solvents and degreasers. Additionally, health care and medical office uses could involve the use of hazardous medical waste (i.e., biomedical and radiological waste), as well as other hazardous materials such as chemical reagents, solvents, fuels, paints, cleansers, and pesticides.

The use, storage, transport, and disposal of hazardous materials by land uses pursuant to the Midtown Specific Plan would be governed by existing regulations set forth by several agencies. Regulations that would be required of those uses that involve transporting, using or disposing of hazardous materials include RCRA, which provides the 'cradle to grave' regulation of hazardous wastes; CERCLA, which regulates closed and abandoned hazardous waste sites; the Hazardous Materials Transportation Act, which governs hazardous materials transportation on U.S. roadways; IFC, which creates procedures and mechanisms to ensure the safe handling and storage of hazardous materials; CCR Title 22, which regulates the generation, transportation, treatment, storage and disposal of hazardous waste; and CCR Title 27, which regulates the treatment, storage and disposal of solid wastes. For development within the State of California, Government Code Section 65850.2 requires that no final certificate of occupancy or its substantial equivalent be issued unless there is verification that the owner or authorized agent has met, or is meeting, the applicable requirements of the Health and Safety Code, Division 20, Chapter 6.95, Article 2, Sections 25500 through 25520.

The Long Beach Fire Department (LBFD) and Long Beach Bureau of Environmental Health (BEH) jointly function as the Certified Unified Program Agency (CUPA) for the City, and are responsible for enforcing Chapter 6.95 (Hazardous Materials Release Response Plans and Inventory) of the Health and Safety Code. As the CUPA, LBFD and BEH are required to regulate hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk-management plans. The Hazardous Materials Business Plan is required to contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of on development sites. The plan also contains an emergency-response plan, which describes the procedures for mitigating a hazardous release, procedures, and equipment for minimizing the potential damage of a hazardous materials release, and provisions for immediate notification of the LBFD, BEH the Office of Emergency Services, and other emergency-response personnel, such as the local fire agency having jurisdiction. Implementation of the emergency-response plan facilitates rapid response in the event of an accidental spill or release, thereby reducing potential adverse impacts. Furthermore, BEH is required to conduct ongoing routine inspections to ensure compliance with existing laws and regulations; to identify safety hazards that could cause or contribute to an accidental spill or release; and to suggest preventative measures to minimize the risk of a spill or release of hazardous substances.

Medical waste that would be generated by any future health care and medical office uses that would be accommodated by the Midtown Specific Plan would be required to adhere to the provisions of the MWMA, which are administered and enforced by LBHHS. Under the MWMA, the City requires anyone operating a business that generates medical waste to obtain a permit, which is issued by LBHHS to ensure quality and enforcement of regulations.

Compliance with applicable laws and regulations governing the use, storage, transport, and disposal of hazardous materials would ensure that all potentially hazardous materials associated with future development that would be accommodated by the Midtown Specific Plan are used and handled in an appropriate manner and would minimize the potential for safety impacts. Compliance with these laws and regulations is ensured through the City's development review and building plan check process. Therefore, hazards to the public or the environment arising from an accidental release of hazardous materials during project operation are not anticipated to occur.

Furthermore, any future development projects that would be accommodated by the Midtown Specific Plan would be subject to the City's development review process upon a formal request for a development permit. The City's development review process would include verification of land use compatibility compliance in accordance with the development standards of the Midtown Specific Plan and City's Zoning Regulations (Title 21 of the City's Municipal Code). Additionally, the Midtown Specific Plan and City's Zoning Regulations provide a list of allowable uses that are customized for highly urbanized areas of the City, such as the Project Site, thereby minimizing the exposure of future residents to potential impacts. For example, uses permitted by right in a mixed-use development are considered compatible with residential uses on the same development site.

#### *Hazardous Materials Associated with Project Construction*

##### Construction Activities

Construction of development and redevelopment projects pursuant to the Midtown Specific Plan would involve the use of larger amounts of hazardous materials than would project operation, such as fuels, lubricants, and greases in construction equipment and coatings used in construction. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short term or one time in nature.

Additionally, as with project operation, the use, transport, and disposal of construction-related hazardous materials would be required to conform to existing laws and regulations. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations. All contaminated waste would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility.

Furthermore, strict adherence to all emergency response plan requirements set forth by LBFD and BEH would be required through the duration of the construction of each individual development project. Therefore, substantial hazards to the public or the environment arising from the routine use of hazardous materials during project construction would not occur, and impacts are not anticipated to be significant.

##### Grading Activities

Grading activities of the individual development projects that would be accommodated by the Midtown Specific Plan would involve the disturbance of onsite soils. Soils on certain parcels of the Project Site could be contaminated with hazardous materials due to current and historical commercial land uses. Exposure of contaminated soils to workers and the surrounding environment would result in a significant impact. Any contaminated soils encountered on individual development sites would be required to be removed prior to grading activities and disposed of offsite in accordance with all applicable regulatory guidelines.

However, to ensure that impacts from potential contaminated soils do not occur, Mitigation Measure HAZ-1 has been provided at the end of this section. Per Mitigation Measures HAZ-1, project applicants of future development projects that would be accommodate by the Midtown Specific Plan are required to submit a Phase I Environmental Site Assessment (ESA) prior to the issuance of grading permits; the ESA would

identify any potential environmental conditions of a development site and determine whether contamination is present.

Therefore, with adherence to existing regulations and implementation of Mitigation Measure HAZ-1, impacts arising from the potential of encountering contaminated soils onsite during project grading activities would not occur. Compliance with existing regulations and this mitigation measure would be ensured through the City's development review and building plan check process.

#### Demolition Activities

Future development and redevelopment projects pursuant to the Midtown Specific Plan may require demolition of existing buildings and structures associated with the specific development site. Due to the age of the buildings and structures through the Midtown Specific Plan area (many over 50 years old), it is likely that asbestos-containing materials (ACM) and lead-based paints (LBP), as well as other building materials containing lead (e.g., ceramic tile), were used in their construction. Demolition of these building and structures can cause encapsulated ACM (if present) to become friable and, once airborne, they are considered a carcinogen. A carcinogen is a substance that causes cancer or helps cancer grow. Demolition of the existing buildings and structures can also cause the release of lead into the air if not properly removed and handled. The United States Environmental Protection Agency (EPA) has classified lead and inorganic lead compounds as "probable human carcinogens". Such releases could pose significant risks to persons living and working in and around Project Site, as well as to project construction workers.

Abatement of all ACM and LBP encountered during any future building demolition activities would be required to be conducted in accordance with all applicable laws and regulations, including those of the EPA (which regulates disposal); US Occupational Safety and Health Administration; US Department of Housing and Urban Development; Cal/OSHA (which regulates employee exposure), and South Coast Air Quality Management District (SCAQMD).

For example, Cal/OSHA's regulations for exposure of construction employees to ACMs require that demolition materials be handled and transported the same as other, non-friable ACMs. The EPA requires that all asbestos work performed within regulated areas be supervised by a competent person who is trained as an asbestos supervisor (EPA Asbestos Hazard Emergency Response Act, 40 CFR 763). SCAQMD's Rule 1403 requires that buildings undergoing demolition or renovation be surveyed for ACM prior to any demolition or renovation activities. Should ACM be identified, Rule 1403 requires that ACM be safely removed and disposed of at a regulated site, if possible. If it is not possible to safely remove ACM, Rule 1403 requires that safe procedures be used to demolish the building with asbestos in place without resulting in a significant release of asbestos. Additionally, during demolition, grading, and excavation, all construction workers would be required to comply with the requirements of Title 8 of the California Code of Regulations, Section 1529 (Asbestos), which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos.

Cal/OSHA Regulation 29 (CFR Standard 1926.62) regulates the demolition, renovation, or construction of buildings involving lead-based materials. It includes requirements for the safe removal and disposal of lead, and the safe demolition of buildings containing LBP or other lead materials. Additionally, during demolition, grading, and excavation, all construction workers would be required to comply with the requirements of Title

8 of the California Code of Regulations, Section 1532.1 (Lead), which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead.

However, to further prevent impacts from the potential release of ACM or LBP associated with individual development projects under the Midtown Specific Plan, an ACM and LBP survey of existing buildings and structures would be required prior to demolition activities, as outlined in Mitigation Measure HAZ-2.

Therefore, with compliance of all applicable laws and regulations and implementation of Mitigation Measure HAZ-2, hazardous impacts related to the release of ACMs and LBD would not occur. Compliance with these laws, regulations, and mitigation measure would be ensured through the City's development review and building plan check process.

### **Mitigation Measures**

HAZ-1 Prior to the issuance of demolition permits for any buildings or structures that would be demolished in conjunction with individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant/developer shall conduct the following inspections and assessments for all buildings and structures onsite and shall provide the City of Long Beach Development Services Department with a copy of the report of each investigation or assessment.

- The project applicant shall retain a California Certified Asbestos Consultant (CAC) to perform abatement project planning, monitoring (including air monitoring), oversight, and reporting of all asbestos-containing materials (ACM) encountered. The abatement, containment, and disposal of all ACM shall be conducted in accordance with the South Coast Air Quality Management District's Rule 1403 and California Code of Regulation Title 8, Section 1529 (Asbestos).
- The project applicant shall retain a licensed or certified lead inspector/assessor to conduct the abatement, containment, and disposal of all lead waste encountered. The contracted lead inspector/assessor shall be certified by the California Department of Public Health (CDPH). All lead abatement shall be performed by a CDPH-certified lead supervisor or a CDPH-certified worker under the direct supervision of a lead supervisor certified by CDPH. The abatement, containment, and disposal of all lead waste encountered shall be conducted in accordance with the US Occupational Safety and Health Administration Rule 29, CFR Part 1926, and California Code of Regulation, Title 8, Section 1532.1 (Lead).
- Evidence of the contracted professionals attained by the project applicant shall be provided to the City of Long Beach Development Services Department. Additionally, contractors performing ACM and lead waste removal shall provide evidence of abatement activities to the City of Long Beach Building and Safety Bureau.

HAZ-2 Prior to the issuance of grading permits for individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant/developer shall submit a

Phase I Environmental Site Assessment (ESA) to the City of Long Beach Development Services to identify environmental conditions of the development site and determine whether contamination is present. The Phase I ESA shall be prepared by a Registered Professional Engineer and in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527.05, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. If recognized environmental conditions related to soils are identified in the Phase I ESA, the project applicant shall perform soil sampling as a part of a Phase II ESA. If contamination is found at significant levels, the project applicant shall remediate all contaminated soils in accordance with state and local agency requirements (California Department of Toxic Substances Control, Regional Water Quality Control Board, Long Beach Fire Department, etc.). All contaminated soils and/or material encountered shall be disposed of at a regulated site and in accordance with applicable laws and regulations prior to the completion of grading. Prior to the issuance of building permits, a report documenting the completion, results, and any follow-up remediation on the recommendations, if any, shall be provided to the City of Long Beach Development Services Department evidencing that all site remediation activities have been completed.

#### **Area Outside the Midtown Specific Plan**

Under the Proposed Project, the area that is outside the Midtown Specific Plan, which covers two residential blocks around Officer Black Park (approximately 4 acres) west of Pasadena Avenue between 21st Street and 20th Street, would be extracted from PD 29 and retain its underlying conventional zoning designations, which include Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). With the exception of the zoning designation revisions that would be undertaken, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. Therefore, no hazardous impacts are anticipated to occur.

**Finding:** Based on the preceding, impacts related to hazardous materials would be less than significant with implementation of the mitigation measures. The City of Long Beach hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

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#### **Impact 5.6-2 Certain sites within the Project Site are included on a list of hazardous materials sites.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.6-16 of Section 5.6, *Hazards and Hazardous Materials*, of the DEIR.

The potential impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

Individual development projects that would be accommodated by the Midtown Specific Plan area would involve ground disturbance that could encounter existing hazardous materials in site soils from listed hazardous materials sites. The environmental database search conducted for the Midtown Specific Plan area (see Appendix D of the DEIR) identified 502 listings within the Midtown Specific Plan area and an additional

1,784 listings within about one mile of the site, for a total of 2,286 listings. The great majority of the listings do not identify hazardous materials releases, but identify current or historic uses of hazardous materials where there is or was some potential for a release – including hazardous waste generators and existing or historic underground storage tanks.

Documented hazardous materials releases within the Midtown Specific Plan area include 15 leaking underground storage tank (LUST) sites; 12 California Hazardous Materials Incident Reporting System (CHMIRS) sites; nine Emergency Response Notification System (ERNS) sites (most of which were cross-listed as CHMIRS sites); two Spills, Leaks, Investigation, and Cleanup (SLIC) site, and two EnviroStor sites. Three of the LUST cases are open; the remaining 12 cases have been closed. Site assessments have been completed on two of the open LUST cases, and site remediation has been conducted on the third. Both of the SLIC cases are closed. The CHMIRS and ERNS sites have been cleaned up. The two EnviroStor cases have been referred to other agencies; the Department of Toxic Substances Control has issued a No Further Action determination for one of them. All of the hazardous materials releases documented in the database search are known to regulatory agencies. Most of the cases have been closed; site assessments and/or remediation have been conducted on most of the open cases.

However, due to the fact that there are numerous sites within and in proximity of the Midtown Specific Plan area that have been listed in a hazardous materials database, the potential for impacts exists from hazardous substance contamination. Individual development projects that would be accommodated by the Midtown Specific Plan may be impacted by hazardous substance contamination remaining from historical operations on a particular site that may pose a significant health risk resulting in a significant impact.

Hazardous substance contaminated properties are regulated at the federal, state, and local level, and are subject to compliance with stringent laws and regulations for investigation and remediation. For example, compliance with the CERCLA, RCRA, California Code of Regulations, Title 22, and related requirements would remedy any potential impacts caused by hazardous substance contamination. Future development project that would be accommodated by the Midtown Specific Plan would be required to comply with these existing laws and regulations. Additionally, Phase I Environmental Site Assessments (Phase I ESAs) would be required (in accordance with Mitigation Measure HAZ-1) for land purchasers to qualify for the Innocent Landowner Defense under CERCLA and to minimize environmental liability under other laws such as RCRA; and as a lender prerequisite to extend a loan for purchase of land. Phase I ESAs are also conducted to establish an environmental baseline before a lease of land. Phase I ESAs for future development projects pursuant to the Midtown Specific Plan would determine whether recognized environmental conditions are present on the proposed development site. If such conditions are present onsite, the site assessments would recommend sampling and testing of soil, soil vapor, and/or groundwater as needed to determine whether contaminants are present on or under the site at levels exceeding regulatory agency screening levels for the proposed type of land use. Where contaminant levels are identified at concentrations above screening levels, health risk assessments would be required to identify whether project development would expose project residents, workers, or visitors to substantial health risks. If substantial health risks arising from environmental contamination on, under, or near the site were identified, cleanup of such contamination would be required before the City of Long Beach would issue a certificate of occupancy for such project.

Therefore, with compliance of all applicable laws and regulations and implementation of Mitigation Measure HAZ-1, impacts related to hazardous materials site listings would not to be significant. Compliance with these



laws, regulations, and mitigation measure would be ensured through the City's development review and building plan check process.

#### **Mitigation Measure**

Mitigation Measure HAZ-2 applies to this impact.

#### **Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no impacts related to hazardous materials site listings are anticipated to occur.

**Finding:** Based on the preceding, impacts related to hazardous materials site listings would be less than significant with implementation of the mitigation measure. The City of Long Beach hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

### **3. Hydrology and Water Quality**

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**Impact 5.7-3**    Development pursuant to the Proposed Project would increase the amount of impervious surfaces on the Project Site and would therefore increase surface water flows into drainage systems within the watershed.

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Support for this environmental impact conclusion is fully discussed starting on page 5.7-17 of Section 5.7, *Hydrology and Water Quality*, of the DEIR.

The potential impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

Based on the relatively high existing impervious conditions and proposed land uses of the Midtown Specific Plan area, which generally would have proportional impervious areas equal to or less than existing conditions, project runoff is not anticipated to increase over existing conditions. Buildout of the Midtown Specific Plan would result in decreases in impervious areas in Districts 1, 2, and 3 of the Midtown Specific Plan area; and no net change in amounts of impervious areas in Districts 4 through 7 with the following exception. In areas where existing single-family residential uses would be redeveloped with multifamily residential uses, the percentage impervious area would increase from approximately 50 percent at present to approximately 85 percent after redevelopment. Existing single-family uses in the Midtown Specific Plan area are distributed in small clusters that are highly scattered – mostly across five of the seven districts – comprising between 6 to 13 percent of the land area of each of those districts. The storm drain lines closest to clusters of single-family residences have sufficient capacity to accommodate minor increases in runoff while conveying stormwater from a 10-year storm, and redevelopment of some single-family residential uses with multifamily uses would not require upsizing of storm drains.

The existing City and LACFCD storm drain systems serving the Midtown Specific Plan area are not anticipated to change as a result of the Midtown Specific Plan, thereby making the 2005 MPD Update

applicable to the proposed conditions (buildout of the Midtown Specific Plan). The City of Long Beach uses peak flow from a 10-year storm as its threshold below which existing drainage facilities require upsizing. In addition to the storm drain improvement recommendations outlined in the 2005 MPD Update, the City of Long Beach Public Works Department also identified the upsizing of all storm drain facilities within the Midtown Specific Plan area that are less than 24-inches to a minimum of 24-inches. The upsizing of these storm drain facilities would occur as development projects pursuant to the Midtown Specific Plan are implemented. Figure 13 (Midtown Project Area Storm Drain Improvements) of the Infrastructure Technical Report (see Appendix E of the DEIR) highlights all storm drain improvements as identified in the 2005 MPD Update and the upsizing of all pipes to a minimum of 24-inches or greater. The storm drain improvements would impact a variety of facilities within Development Districts 2, 3, 4, 5, 6, and 7 of the Midtown Specific Plan.

Buildout of the Midtown Specific Plan would require drainage improvements specified in Section 5.7.7, *Mitigation Measures*, which are consistent with those outlined in the 2005 MPD Update and identified by the City of Long Beach Public Works Department. Additionally, through the incorporation of site design, LID features and BMPs as required under the City's SUSMP/LID design requirements, the individual development projects that would be accommodated by the Midtown Specific Plan would effectively retain or treat the 85th percentile 24-hour storm water runoff.

Therefore, the Midtown Specific Plan would not substantially alter the existing drainage pattern of the Midtown Specific Plan area or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, nor would it create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems.

#### **Mitigation Measures**

- HYD-1 Prior to the issuance of grading or building permits for any development or redevelopment projects pursuant to the Midtown Specific Plan, the City of Long Beach shall ensure that the following drainage improvements are fully funded for and implemented:
- Any development or redevelopment project that would impact existing storm drain facilities within the Midtown Specific Plan area (public and private) that is less than 24-inches in size shall fully fund upsizing of such facilities to a minimum 24-inch pipe size or greater dependent upon the location and size of the development or redevelopment project. The increase in pipe size will serve to reduce localized flooding.
  - Any development or redevelopment project that would impact the two segments of City of Long Beach's storm drains in Willow Street for which improvements were recommended by the 2005 Master Plan of Drainage Update shall fully fund upsizing of those storm drain segments to 36 inches or other final size as prescribed by City of Long Beach Public Works Department.
- HYD-2 Prior to the issuance of grading or building permits for any development or redevelopment projects pursuant to the Midtown Specific Plan, project applicants/developers of such projects shall prepare a site-specific hydrology and hydraulic study of the onsite and immediate offsite storm drain systems to determine capacity and integrity of the existing systems. The hydrology

and hydraulic study shall be submitted to City of Long Beach Public Works Department for review and approval.

HYD-3 The project applicant/developer of each development or redevelopment project that would be accommodated by the Midtown Specific Plan shall request the “allowable discharge rate” – which limits peak flow discharges as compared to existing conditions based on regional flood control constraints – from the Los Angeles County Department of Public Works, and shall comply with such discharge rate. Compliance with the “allowable discharge rate” shall be demonstrated in the hydrology and hydraulic study to be completed pursuant to Mitigation Measure HYD-2.

HYD-4 The project applicant/developer, architect, and construction contractor for each development or redevelopment project that would be accommodated by the Midtown Specific Plan shall incorporate low-impact development (LID) best management practices (BMPs) within the respective project, providing for water quality treatment and runoff reduction and/or detention in accordance with local stormwater permit requirements.

#### **Area Outside the Midtown Specific Plan**

With the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no impacts are anticipated to occur.

**Finding:** Based on the preceding, impacts related to flooding on- or off-site and existing or planned storm water drainage system capacities would be less than significant with implementation of the mitigation measures. The City of Long Beach hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

#### **4. Land Use and Planning**

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**Impact 5.8-1 Project implementation would conflict with an applicable plan adopted for the purpose of avoiding or mitigating and environmental effect.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.8-5 of Section 5.8, *Land Use and Planning*, of the DEIR.

Following is an analysis of the Proposed Project’s consistency with the applicable City plans that have been adopted for the purpose of avoiding or mitigating and environmental effect. The potential impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **City of Long Beach General Plan Consistency**

##### *Midtown Specific Plan Area*

The City’s General Plan sets forth the goals, policies, and directions the City will take in managing its future. It is the blueprint for development and a guide to achieving the long-term, citywide vision. The City’s General Plan sets seven interrelated goals:

- Increased mobility
- Affordable housing
- Reduction in greenhouse gas emissions
- Enhanced quality of life
- Compact and transit-oriented development
- Improved water quality
- Walkable neighborhoods and districts

These goals have been integrated into the Midtown Specific Plan and are discussed in relation to the three elements— Land Use, Mobility and Housing—that have the greatest influence in guiding the vision and goals of the Midtown Specific Plan.

For example, the General Plan 2035 Mobility Element outlines the vision, goals, policies, and implementation measures required to improve and enhance the City's local and regional transportation system, which includes the Long Beach Boulevard corridor. The Midtown Specific Plan and Mobility Element are consistent in their values and vision relative to circulation. Creating an efficient, balanced, multimodal mobility network is a priority for both plans. Specifically, the mobility and streetscape plan for the Midtown Specific Plan is guided by the City's General Plan Mobility Element. Although Long Beach Boulevard is already a multi-modal corridor, the mobility and streetscape plan of the Midtown Specific Plan puts an emphasis on integrating autos, public transit, bicycles, and pedestrians into a complete street. The complete streets network for the Midtown Specific Plan area consists of four types of facilities— pedestrian, bicycle, vehicular, and public transit. Synchronizing traffic signals, reconfiguring streets and freeway ramps, and applying a context-sensitive approach to balance the mobility system along Long Beach Boulevard are just a few of the strategies that will help to create a safe and enjoyable area for all users of the corridor. Implementation of the mobility and streetscape plan would also include improvements to Long Beach Boulevard and its cross-streets (e.g., Spring Street, Willow Street, and Pacific Coast Highway). The updated street designs for the Midtown Specific Plan area combine the existing amenities along the corridor with new features such as additional bike lanes, wider sidewalks, new street lighting, landscaping buffers, and improved intersection crossings.

Additionally, the General Plan Housing Element is a tool to guide the City in planning for present and future housing needs, including strategies and programs to improve development regulations and accommodate future growth targets for housing affordable to all household incomes. The Midtown Specific Plan promotes the economic and aesthetic revitalization of Long Beach Boulevard, including infill residential development projects. It promotes a mix of uses and levels of residential intensity that benefit from existing and future mobility options. Higher density residential uses in within the Midtown Specific Plan area could also be used to address lower income housing needs. A homeless shelter overlay was also considered by the City for the Midtown Specific Plan area but was not selected. However, the City maintains zoning designations in other areas of the City that provide sufficient by-right locations for homeless shelters.

The City's General Plan also introduces the concept of place types and identifies strategies to improve Long Beach neighborhoods, for which the Midtown Specific Plan would accomplish for the neighborhoods found along the portion of Long Beach Boulevard within the Midtown Specific Plan area. Additionally, the General Plan Land Use Element identifies Long Beach Boulevard as one of the targeted change areas; the Midtown Specific Plan would help implement the changes envisioned for the portion of Long Beach Boulevard within the Midtown Specific Plan area.

Furthermore, the Land Use Element identifies activity centers throughout the City, which are defined in the Urban Design section of the element as places where concentrations of human activities are found. Included among the activities in the definition are employment, shopping, and recreation. Activity centers provide identification, character, interest, vitality, and economic health to the City and its many parts. Long Beach Boulevard, a major north-south corridor, is designated in the Land Use Element as one of various activity centers in the City. As stated in the Land Use Element, "A detailed corridor plan is needed for Long Beach Boulevard." The Land Use Element also states that land uses along Long Beach Boulevard between 7th Street and Willow Street should enhance the image of this key boulevard as one of the most important in the City. The Midtown Specific Plan would accomplish these key goals of the Land Use Element, as it would essentially serve as the detailed corridor plan for the portion of Long Beach Boulevard within the Midtown Specific Plan area of the Project Site. Through the objectives, land use plan, development standards, and design guidelines of the Midtown Specific Plan, the image of Long Beach Boulevard would be enhanced.

Based on the preceding analysis, the Midtown Specific Plan would be consistent with the vision, goals and policies of the City's adopted General Plan, including those of the Land Use, Mobility and Housing Elements.

However, in order for the Midtown Specific Plan to be implemented, the City's General Plan would need to be amended with adoption of the Midtown Specific Plan. Specifically, the General Plan Land Use Map would need to be amended in order to change the current land use designations of the Midtown Specific Plan area to Midtown Specific Plan. The amendment is required as some of the current General Plan land use designations within the Midtown Specific Plan area do not permit the mix and density/intensity of uses proposed under the Specific Plan; the Specific Plan would allow for uses and densities set forth in the Specific Plan. For example, the current Mixed Style Homes land use designation (which occurs in three areas of the Midtown Specific Plan area) permits low-density residential uses, while the Specific Plan would allow for a higher density than currently permitted for these areas. Additionally, for the areas currently designated Traditional Retail Strip Commercial (which occurs in three areas of the Midtown Specific Plan area), only commercial uses area permitted; under the Specific Plan, these areas would allow for a mix of uses, including residential.

Other project-related amendments to the City's General Plan include revisions to tables and exhibits of the Mobility Element pertaining to roadway classifications and closures (closure of 25th Street, 23rd Street, 21st Street, and 15th Street east and west of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach Boulevard; and 14th Street east of Long Beach Boulevard).

Adoption of these amendments is necessary in order for the Midtown Specific Plan to be consistent with the City's General Plan. Therefore, mitigation has been provided at the end of this section, which requires the City to undertake an amendment to the City's General Plan Land Use and Mobility elements within a certain time frame after adoption of the Specific Plan.

The Midtown Specific Plan's consistency with others elements (e.g., open space and recreation, housing, air quality, noise, mobility) of the City's General Plan is contained in the analysis provided in the respective topical sections of the DEIR.

### *Area Outside the Midtown Specific Plan*

The area outside the Midtown Specific Plan area (the 4-acre area around Officer Black Park) would maintain its current General Plan land use designations of Single-Family and Moderate Density Residential Districts. No amendments to the City's General Plan or land use designations would occur in this area of the Project Site under the Proposed Project. Additionally, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no land use impacts related to the City's General Plan are anticipated to occur.

### **City of Long Beach Zoning Consistency**

#### *Midtown Specific Plan Area*

Implementation of the Midtown Specific Plan would require an amendment to the City's Zoning Regulations (Title 21 of the City's Municipal Code) and zoning map. More specifically, the City's Zoning Regulations and zoning map would be amended to change the existing Planning Development District 29 (PD-29) boundary to coincide with the boundaries of the Midtown Specific Plan area. The existing zoning designations of the Midtown Specific Plan area would also be replaced with the new Midtown Specific Plan zoning designations. Additionally, the changes to the City's Zoning Regulations would state that the regulating code within the Midtown Specific Plan would serve as the zoning, development, and design standards for all development projects within the Midtown Specific Plan area.

Specific plans act as a bridge between general plans and individual development proposals. Local jurisdictions may adopt specific plans by resolution or ordinance. The Midtown Specific Plan (which would replace the existing zoning designations of the Midtown Specific Plan area of the Project Site) would be adopted by ordinance and would serve as the zoning for the Midtown Specific Plan area. The provisions in the Midtown Specific Plan would control the use and development of property in the Midtown Specific Plan area to the same extent as if set forth in the City's Zoning Regulations. The Midtown Specific Plan would act as the regulatory document that the City of Long Beach would use to guide development within the Midtown Specific Plan area, systematically implement the City's General Plan, and help maintain consistency with and carry out the goals, objectives, and policies of the City's General Plan. The Midtown Specific Plan would provide the flexibility, innovative use of land resources and development, a variety of housing and other development types, and an equitable method of vehicular, public transit, pedestrian, and bicycle access for development of the Midtown Specific Plan area. The Midtown Specific Plan is also intended to be more flexible than conventional zoning to encourage new investment and development along the Long Beach Boulevard corridor.

Additionally, the Midtown Specific Plan would establish the necessary plans, development standards (e.g., parking requirements, setbacks, building heights, etc.), design guidelines (e.g., architectural styles, building form and massing, landscaping, signage, etc.), regulations, infrastructure requirements, financing methods, and implementation programs for subsequent project-related development activities. The Midtown Specific Plan would combine these necessary components into a single document that would be tailored to meet the needs of the Midtown Specific Plan area and its surroundings. It is intended that local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to the Midtown Specific Plan area be consistent with the Midtown Specific Plan.

Based on the preceding analysis, the Midtown Specific Plan would be consistent with the City's Zoning Regulations and would therefore, not result in any significant land use impacts.

#### *Area Outside the Midtown Specific Plan*

The two residential blocks around Officer Black Park (approximately 4 acres) west of Pasadena Avenue between 21st Street and 20th Street would be extracted from PD-29 and retain its underlying conventional zoning designations, which include Single-family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). The proposed extraction would not require an amendment to the City's Zoning Regulations of zoning map, as the underlying conventional zoning designations are already in place. This area of the Project Site would continue to be regulated by the aforementioned underlying conventional zoning designations. Additionally, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area under the Proposed Project and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. Therefore, the zoning designation revisions that would occur in this area of the Project Site would be consistent with the City's Zoning Regulations and would therefore, not result in any significant land use impacts.

#### **Central Long Beach Design Guidelines Consistency**

The entire Project Site lies within the area covered by the Central Long Beach Design Guidelines (CLBDG), which are intended to implement the goals, design standards, and guidelines of the Central Long Beach Strategic Guide for Development.

#### *Midtown Specific Plan Area*

The CLBDG guidelines strongly influenced and in some cases are directly reflected in the design guidelines contained in the Midtown Specific Plan. Design principles that are carried throughout both the CLDGB and Midtown Specific Plan include placemaking, green building, human-scale development, and auto/transit-oriented considerations. Additionally, the Midtown Specific Plan strives to create a lively corridor through the physical environment—to produce quality design that enhances the experience of those living, working, and visiting the Midtown Specific Plan area. Like the CLBDG, the Midtown Specific Plan takes a comprehensive approach to shaping physical features by emphasizing building form and landscape design to reinforce urban and transit-oriented development patterns. Future development that would occur within the Midtown Specific Plan area of the Project Site would be required to adhere to the development standards and design guidelines of the Midtown Specific Plan. Therefore, the Midtown Specific Plan would be consistent with the CLDGB and would therefore, not result in any significant land use impacts.

#### *Area Outside the Midtown Specific Plan*

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no land use impacts related to the CLDGB are anticipated to occur.

#### **City of Long Beach Downtown Plan Consistency**

The Downtown Plan sets the City's visioning process into motion by establishing development and design standards aimed at enhancing downtown Long Beach, which is just north of and abuts the southern portion

of the Project Site. The Downtown Plan draws on form-based elements to emphasize the role of building design and character in defining and activating the nearby public realm. Although the Project Site lies outside of the area covered by the Downtown Plan, Long Beach Boulevard is a main thoroughfare connecting downtown Long Beach to the subregion, I-405, and many Long Beach neighborhoods, including those found within the Project Site.

#### *Midtown Specific Plan Area*

The Midtown Specific Plan draws from many of the design principles, multimodal strategies, and mixed-use development standards in the Downtown Plan to create consistency with and connectedness between the two planning areas. Therefore, although not applicable to or required to be consistent with the Downtown Plan, the Midtown Specific Plan would help provide consistency and connectivity between downtown Long Beach area and the Midtown Specific Plan area. Therefore, the Midtown Specific Plan would not result in any significant land use impacts.

#### *Area Outside the Midtown Specific Plan*

The area outside of the Midtown Specific Plan area occurs in the central portion of the Project Site. This area is not connected or integral to the area covered by the Downtown Plan. Therefore, no land use impacts related to the Downtown Plan would occur.

#### **Long Beach Bicycle Master Plan Consistency**

The Bicycle Master Plan serves as a citywide planning document that is used to guide future improvements to the City of Long Beach bicycle network. The Bicycle Master Plan guides the development and maintenance of bicycle-friendly roads, bikeways, support facilities, and programs for the City. This policy document aims to reduce traffic congestion by providing better facilities for biking and enhancing alternatives to commuting by car.

#### *Midtown Specific Plan Area*

The Bicycle Master Plan is not applicable to the Midtown Specific Plan, as no bicycle facilities or improvements have been designated for this area of the Project Site. However, with the integration of complete streets and enhanced mobility, the Midtown Specific Plan prescribes improved crossings and reevaluates the right-of-way design for Long Beach Boulevard (the portion within the Project Site boundaries) to better accommodate bicycles along the corridor. Implementation of the mobility and streetscape plan would include improvements to Long Beach Boulevard and its cross-streets (e.g., Spring Street, Willow Street, and Pacific Coast Highway). The updated street designs for the Midtown Specific Plan area combine the existing amenities along the corridor with new features such as additional bicycle facilities.

Specifically, the Specific Plan includes recommendations for an improved Class III or IV bikeway and bike boxes along Long Beach Boulevard where and when feasible. Bicycle improvements along Long Beach Boulevard will be determined in the City's Bicycle Master Plan Update. As conditions change along the boulevard, new bikeways would add connectivity to other transit options, such as the Metro Blue line, and other bicycle connections in the City. Where feasible and when on-street parking is deemed unnecessary, new bike lanes could be physically separated from pedestrian and vehicular traffic. Curb extensions could also be considered to create space for the new lanes by reducing on-street parking and right-turn pockets. This



treatment creates safer environments for pedestrians and bicyclists while encouraging healthy alternative transportation options for people living and working in the area.

The Midtown Specific Plan would further help implement the Bicycle Master Plan and would therefore, not result in any significant land use impacts.

#### *Area Outside the Midtown Specific Plan*

The Bicycle Master Plan is not applicable to the area outside of the Midtown Specific Plan, as no bicycle facilities or improvements have been designated for this area. Therefore, no land use impacts related to the Bicycle Master Plan would occur.

#### **Willow Station Bike Transit Hub Access Plan Consistency**

The Willow Station Bike Transit Hub Access Plan identifies improvements for Metro Blue Line's Willow Station along Long Beach Boulevard. Recommended improvements under the Willow Station Bike Transit Hub Access Plan include new bike lanes, restriping, and intersection improvements such as bicycle signal detectors, modifications to signal timing, and reconfigured crosswalks.

#### *Midtown Specific Plan Area*

The Midtown Specific Plan recognizes the importance of Willow Station, which falls within the boundaries of the Midtown Specific Plan area, as a multi-modal transit hub along the Long Beach Boulevard corridor. The goals and vision for the Midtown Specific Plan are consistent with the access and onsite improvements in and leading to the Willow Station. The design guidelines and development standards contained in the Midtown Specific Plan would be used for improving signage, landscaping, bike racks, and other furnishings for the area associated with the Willow Station. Therefore, the Midtown Specific Plan would be consistent with the Willow Station Bike Transit Hub Access Plan and would therefore, not result in any significant land use impacts.

#### *Area Outside the Midtown Specific Plan*

The area outside of the Midtown Specific Plan area occurs in the central portion of the Project Site. This area not connected to or integral to the area covered by Willow Station. Therefore, no land use impacts related to the Willow Station Bike Transit Hub Access Plan would occur.

#### **SCAG 2012–2035 RTP/SCS Consistency**

#### *Midtown Specific Plan Area*

Table 5.8-1, *Consistency with SCAG's 2012–2035 RTP/SCS Goals*, of the DEIR provides an assessment of the Midtown Specific Plan's relationship to pertinent 2012–2035 SCAG RTP/SCS goals. The analysis in this table concludes that the Midtown Specific Plan would be consistent with the applicable RTP/SCS goals. Therefore, implementation of the Midtown Specific Plan would not result in significant land use impacts related to relevant RTP/SCS goals.

### *Area Outside the Midtown Specific Plan*

With the exception of the zoning designation revisions that would be undertaken in this area of the Project Site, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no land use impacts related to the 2012–2035 SCAG RTP/SCS goals would occur.

### **Mitigation Measures**

LU-1 If the current General Plan Land Use Element update being undertaken by the City of Long Beach, which includes revisions to the land use designations of the current Land Use Map (including the area covered by the Midtown Specific Plan), is not adopted within 12 months after adoption of the Midtown Specific Plan, the City shall initiate a General Plan Amendment to achieve consistency between the General Plan Land Use Element and the Midtown Specific Plan. Specifically, the General Plan Amendment shall require an update to the current Land Use Map in order to change the current General Plan land use designations of the Midtown Specific Plan area to allow for uses and densities set forth in the Midtown Specific Plan.

A future General Plan Amendment may also require revisions to tables and exhibits in the Mobility Element pertaining to roadway classifications and closures associated with the Midtown Specific Plan. The specific roadway closures under the Midtown Specific Plan include 25th Street, 23rd Street, 21st Street, and 15th Street east and west of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach Boulevard; and 14th Street east of Long Beach Boulevard. Roadway amendments will be processed as the time of individual roadway character change projects.

**Finding:** Based on the preceding, impacts related land use and planning would be less than significant with implementation of the mitigation measure. The City of Long Beach hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

### **5. Noise**

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**Impact 5.9-2 Construction activities associated with development projects that would be accommodated by the Proposed Project may expose sensitive uses to strong levels of groundborne vibration.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.9-16 of Section 5.9, *Noise*, of the DEIR.

The potential impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

##### *Roadway-Related Vibration Impacts*

Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that “heavy trucks, and quite frequently buses, generate the highest earthborn vibrations of normal traffic.”

Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Their study finds that “vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks. This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings).” Typically, trucks do not generate high levels of vibration because they travel on rubber wheels and do not have vertical movement, which generates ground vibration. Therefore, roadway routes within the Project Site are not expected to generate excessive vibration and traffic-induced vibration levels would be less than significant.

#### *Railway-Related Vibration Impacts*

Currently, the Metro Blue Line passes north-south through the Project Site on weekdays and weekends, with trains stopping every 5 to 15 minutes. Additionally, there are plans to expand Metro Green Line to stop within the Project Site in the future. Implementation of Proposed Project could add new sensitive uses, including residential uses, in areas adjacent to the (existing) Blue Line and (future) Green Line railways. While it is extremely rare for vibration from train operations to cause any sort of building damage (even minor cosmetic damage), there is sometimes concern about damage to fragile historic buildings location near the right-of-way. Additionally, rail operations have the potential to produce groundborne vibration levels that can result in human annoyance or the interference with the use of vibration-sensitive equipment. Because site-specific information is not available at this time for individual development projects that would be accommodated by the Proposed Project, it is not possible to quantify future vibration levels at vibration-sensitive receptors that may be in close proximity to existing and future railways. Therefore, with the potential for sensitive uses within the Project Site to be exposed to annoying and/or interfering levels of vibration due to rail operations (per FTA criteria), such rail-related vibration impacts associated with implementation of the Proposed Project are considered significant.

#### *Construction Vibration Impacts*

Construction operations can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures, but can achieve the audible and perceptible ranges in buildings close to the construction site. Table 5.9-9, *Vibration Levels for Construction Equipment*, of the DEIR lists vibration levels for construction equipment.

As shown in Table 5.9-9, vibration generated by construction equipment has the potential to be substantial, since it has the potential to exceed the FTA Criteria for human annoyance of 78 VdB and structural damage of 0.200 in/sec. However, groundborne vibration is almost never annoying to people who are outdoors, so it is usually evaluated in terms of indoor receivers. Construction details and equipment for individual development projects that would be accommodated by the Proposed Project are not known at this time. Vibration impacts may occur from construction equipment associated with development in accordance with the implementation of the Proposed Project. Therefore, construction vibration impacts are considered significant.

### *Other Operations Vibration Impacts*

Commercial and industrial operations can possibly generate varying degrees of ground vibration, depending on the operational procedures and equipment. Such equipment-generated vibrations would spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the vibration source varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Because specific project-level information is not available at this time for individual development projects that would be accommodated by the Proposed Project, it is not possible to quantify future vibration levels at vibration-sensitive receptors that may be in close proximity to existing and future vibration sources. Therefore, with the potential for sensitive uses within the Project Site to be exposed to annoying and/or interfering levels of vibration from commercial or industrial operations, such operations-related vibration impacts associated with implementation of the Proposed Project are considered significant.

### **Mitigation Measures**

- N-2 Prior to issuance of a building permit for any development project requiring pile driving or blasting during construction, the project applicant/developer shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. The maximum levels shall not exceed 0.2 inches/second, which is the level that can cause architectural damage for typical residential construction. If maximum levels would exceed these thresholds, alternative uses such static rollers, non-explosive blasting, and drilling piles as opposed to pile driving shall be used.
- N-3 Prior to the issuance of building permits for development projects accommodated by the Midtown Specific Plan, if proposed vibration-sensitive land uses are located within 200 feet of any railroad line, the property owner/developer shall retain an acoustical engineer to conduct an acoustic analysis that includes a vibration analysis for potential impacts from vibration generated by operation of the rail line. Mixed-use buildings shall be designed to eliminate vibration amplifications due to resonances of floors, walls, and ceilings. The detailed acoustical analysis shall be submitted to the City of Long Beach Development Services Department prior to issuance of building permits and shall demonstrate that the vibration levels would be below 65, 72, or 75 VdB, which are the Federal Transit Administration's rail-focused groundborne vibration criteria for Category 1, 2, and 3 land uses, respectively. Category 1 uses are buildings where vibration would interfere with interior operations; Category 2 uses are residences and buildings where people normally sleep; and Category 3 uses are institutional land uses with primarily daytime use.
- N-4 Prior to issuance of a building permit for projects involving the development of new industrial uses within 200 feet of any existing residential use or Development District 3 of the Midtown Specific Plan, the property owner/developer shall retain an acoustical engineer to conduct an acoustic analysis that includes a vibration analysis for potential impacts from vibration generated by industrial activities. The detailed acoustical analysis shall be submitted to the City of Long Beach Development Services Department for review and shall demonstrate that the vibration levels to any nearby residential use would be below 78 VdB during the daytime (7 AM to 10 PM)

and 72 VdB during the nighttime (10 PM to 7 AM), which are the Federal Transit Administration's daytime and nighttime criteria to regulate general vibration impacts at affected residential uses.

#### **Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no vibration impacts are anticipated to occur.

**Finding:** Based on the preceding, vibration impacts would be less than significant with implementation of the mitigation measures. The City of Long Beach hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

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#### **Impact 5.9-4 Noise-sensitive uses could be exposed to elevated noise levels from transportation sources as a result of buildout of the Proposed Project.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.9-20 of Section 5.9, *Noise*, of the DEIR.

An impact could be significant if the Proposed Project designates noise-sensitive land uses in areas that would exceed the noise compatibility criteria of the City. The state's Community Noise and Land Use Compatibility standards were used to evaluate land use compatibility. In addition, Chapter 8.80 (Noise) of the City's Municipal Code includes noise standards based on land use. Residential uses have an interior noise level standard of 45 dBA in the daytime and 35 dBA in the nighttime. Hospitals have an interior noise level standard of 40 dBA any time.

The potential impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

Future residential and medical uses within the Midtown Specific Plan area pursuant to the Midtown Specific Plan would be exposed to transportation sources. The following discusses potential noise impacts from traffic and rail activity.

##### *Traffic Noise*

As discussed under Impact 5.9-3, traffic noise contours were calculated for 2035 conditions. Table 5.9-12, *2035 With Project Conditions Traffic Noise Contours*, of the DEIR presents the noise level increases on roadways over 2035 conditions of each roadway segment in the vicinity of the Midtown Specific Plan area. The noise contours are influenced by vehicular traffic (passenger cars and trucks) speeds, and truck routes. These contours do not account for noise attenuation provided by intervening structures or topographical barriers.

Residential land uses located immediately adjacent to Pacific Coast Highway, Willow Street, and Long Beach Boulevard and medical uses located immediately adjacent to Long Beach Boulevard and Atlantic Avenue would be impacted by traffic noise. Residential areas immediately adjacent to Pacific Coast Highway, Willow Street, and Long Beach Boulevard could be exposed to noise levels ranging from 68.8 to 75.6 dBA CNEL. Residential common/open space areas such as playgrounds, swimming pools, and picnic areas are noise-sensitive areas that could be affected by elevated noise levels.

Without appropriate mitigation, sensitive outdoor uses could be developed in areas of excess of 65 dBA CNEL. As typical construction provides an exterior-to-interior noise reduction of approximately 20 to 25 dB, interior levels could be greater than 45 dBA CNEL without mitigation. Likewise, medical uses immediately adjacent to Long Beach Boulevard and Atlantic Avenue could be exposed to noise levels ranging from 68.4 to 71.6 dBA CNEL and could experience interior levels that could be greater than 40 dBA. Consequently, without mitigation, impacts would be potentially significant.

#### *Rail Noise*

This analysis evaluates potential noise impacts from light rail activities to uses within the Midtown Specific Plan area. The Metro Blue Line light rail currently runs through the Midtown Specific Plan area in a north-south direction, and an extension of the Metro Green Line is planned for the future. Residential and office uses are located in proximity to the light rail lines in the Transit Node District and Corridor District. All other uses adjacent to the rail lines are commercial, and these are not considered noise-sensitive uses. As noted above, Blue Line trains currently run every 5 to 15 minutes on weekdays and weekends.

Implementation of the Midtown Specific Plan could add new sensitive uses, including residential uses, in areas adjacent to the (existing) Blue Line and (future) Green Line railways. While noise from future light rail operations may not notably change the community noise environment throughout the Midtown Specific Plan area, localized noise levels may increase for future developments in close proximity to rail lines. Because specific project-level information is not available at this time for individual development projects that would be accommodated by the Midtown Specific Plan, it is not possible to quantify future noise levels at noise-sensitive receptors that may be in close proximity to existing and future railways. Therefore, with the potential for sensitive uses within the Midtown Specific Plan area to be exposed to annoying and/or interfering levels of noise due to rail operations, such rail-related noise impacts associated with implementation of the Midtown Specific Plan are considered significant.

#### **Mitigation Measures**

- N-5 Prior to issuance of a building permit for residential development projects accommodated by the Midtown Specific Plan, the project applicant/developer shall submit a final acoustical report prepared to the satisfaction of the City of Long Beach Development Services Department. The report shall demonstrate that the residential development will be sound-attenuated against present and projected noise levels, including roadway, railway, aircraft, helicopter, and stationary sources (e.g., industrial, commercial, etc.) to meet City interior standards. Specifically, the report shall demonstrate that the proposed residential design will result in compliance with the 45 dBA CNEL interior noise levels, as required by the California Building Code and California Noise Insulation Standards (Title 24 and 25 of the California Code of Regulations). The project applicant/developer shall submit the final acoustical report to the City of Long Beach

Development Services Department for review and approval. Upon approval by the City, the project's acoustical design features shall be incorporated into construction of the proposed development project.

#### **Area Outside the Midtown Specific Plan**

With the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no transportation-related noise impacts are anticipated to occur.

**Finding:** Based on the preceding, transportation-related noise impacts would be less than significant with implementation of the mitigation measure. The City of Long Beach hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

#### **6. Transportation and Traffic**

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##### **Impact 5.13-1 Project-related trip generation would impact levels of service for the existing area roadway system.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.13-14 of Section 5.13, *Transportation and Traffic*, of the DEIR.

The potential impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

##### **Midtown Specific Plan Area**

###### *Existing (2014) With Project Conditions*

Intersection LOS results for Existing (2014) With Project conditions are summarized in Table 5.13-4, *Intersection Level of Service for Existing (2014) With Project Conditions*, of the DEIR. As shown in the table, the majority of the study intersections would continue to operate at an acceptable level of service (LOS D or better), except for the Atlantic Avenue and Spring Street intersection, which would operate at LOS E during the PM peak hour. As shown in Table 5.13-5, *Existing (2014) With Project Significant Impacts*, of the DEIR, the addition of project traffic would degrade operations from LOS D to LOS E in the PM peak hour at the intersection of Atlantic Avenue and Spring Street. According to the significance criteria described previously, this would be a significant impact.

###### *Cumulative Year (2035) Without Project Conditions*

Future volumes for Cumulative Year (2035) Without and With Project conditions were developed using a 0.71 percent per year growth rate consistent with the Los Angeles County CMP Guidelines. The growth rate accounts for pending and approved projects within the City of Long Beach as well as regional growth anticipated by Year 2035. Cumulative Year (2035) Without Project AM and PM peak hour traffic volumes for study intersections are shown on Figure 9 (Cumulative Year [2035] Without Project Volumes) of the TIA (see Appendix H of the DEIR). For this assessment it was assumed that the intersection configurations would be

the same as existing, as no intersection capacity enhancement projects were assumed to occur prior to Year 2035.

Intersection LOS results for Cumulative Year (2035) Without Project conditions are summarized in Table 5.13-6, *Intersection Level of Service for Cumulative Year (2035) Without Project Conditions*, of the DEIR. As shown in Table 5.13-6, the following intersections are expected to operate at LOS E or F:

11. Atlantic Avenue and Anaheim Street (during the PM peak hour)
13. Atlantic Avenue and Spring Street (during the PM peak hour)
15. Atlantic Avenue and 27th Street (during the AM and PM hours)

#### *Cumulative Year (2035) With Project Conditions*

To estimate Cumulative Year (2035) With Project conditions traffic volumes, the project-only volumes were added to Cumulative Year (2035) Without Project conditions traffic volumes based on the trip generation and trip distribution assumptions summarized previously. The resulting Cumulative Year (2035) With Project conditions traffic volumes are shown in Figure 10 (Cumulative Year [2035] With Project Volumes) of the TIA (see Appendix H of the DEIR). Intersection LOS results for Cumulative Year (2035) With Project conditions are summarized in Table 5.13-7, *Intersection Level of Service for Cumulative Year (2035) With Project Conditions*, of the DEIR. As shown in Table 5.13-7, the following intersections would operate at LOS E or F:

1. Long Beach Boulevard and Spring Street (during the PM hour)
2. Pacific Avenue and Willow Street (during the PM hour)
4. Atlantic Avenue and Willow Street (during the PM hour)
11. Atlantic Avenue and Anaheim Street (during the PM hour)
13. Atlantic Avenue and Spring Street (during the AM and PM hour)
15. Atlantic Avenue and 27th Street (during the AM and PM hour)

As shown in Table 5.13-8, *Cumulative Year (2035) With Project Significant Impacts*, of the DEIR, the addition of project traffic would degrade operations at all intersections listed below, resulting in unacceptable LOS. According to the significance criteria described previously, this would be a significant impact.

- Long Beach Boulevard and Spring Street – In the PM peak hour the LOS degrades from D to E.
- Pacific Avenue and Willow Street – In the PM peak hour the LOS degrades from D to E.
- Atlantic Avenue and Willow Street – In the PM peak hour the LOS degrades from D to E.
- Atlantic Avenue and Spring Street – In the AM peak hour, the LOS degrades from D to E. In the PM peak hour the LOS remains at F and the V/C ratio increases by 0.044.
- Atlantic Avenue and 27th Street – In the AM and PM peak hours the LOS is F and the MUTCD Peak Hour Volume Warrant for traffic signal installation is met.

#### *Cumulative Year (2035) With Project Conditions: Without and With Parklets*

As noted earlier, the Midtown Specific Plan includes the closure of a number of roadway segments, which intersect with Long Beach Boulevard, to vehicular traffic in order to create parklets (small street parks). The



roadway segment closures would cause motorists to find a new route to access development along the proposed closures and to Long Beach Boulevard. This was accounted for in the TIA by shifting traffic volumes from the proposed roadway segments closures to adjacent study intersections along Long Beach Boulevard.

Given the relatively low peak hour traffic volumes on the proposed roadway segments to be closed and the shift in traffic volumes to adjacent intersections along the Long Beach Boulevard corridor, the redistribution of these vehicle trips would be negligible when considering impacts relative to the new trips associated with the land uses of the Midtown Specific Plan, as shown in Table 5.13-9, *Cumulative Year (2035) With Project Conditions: Without and With Parklets*, of the DEIR. For the Cumulative Year (2035) With Project condition, most intersections experience little to no impact on V/C ratio or delay. LOS is only affected in two instances; with addition of the parklets, the LOS drops from A to B at Long Beach Boulevard and Hill Street in the PM peak hour and improves from B to A for Long Beach Boulevard and Anaheim Street in the AM peak hour.

#### *Conclusion*

In summary, the Midtown Specific Plan would result in a significant impact at the intersection of Atlantic Avenue and Spring Street under Existing (2014) With Project conditions and at the intersections of Long Beach Boulevard and Spring Street, Pacific Avenue and Willow Street, Atlantic Avenue and Willow Street, Atlantic Avenue and Spring Street, and Atlantic Avenue and 27th Street under the Cumulative Year (2035) With Project conditions. Mitigation for these intersections has been provided.

Additionally, individual development projects that would be accommodated under the Midtown Specific Plan would be reviewed by the City and would be required to comply with the requirements in effect at the time building permits are issued, including the payment of the transportation improvement fee, per Chapter 18.17 (Transportation Improvement Fee) of the City's Municipal Code. Per Chapter 18.17, a transportation improvement fee is imposed on new development in the City for the purpose of assuring that the transportation level of service goals of the City as set forth in the traffic mitigation program are met with respect to the additional demands placed on the transportation system by traffic generated from such development.

## Mitigation Measures

TRAF-1 As part of the subsequent environmental review for development projects that would be accommodated by the Midtown Specific Plan, a site-specific traffic study shall be prepared by the project applicant/developer to evaluate the project's potential traffic and transportation impacts and to identify specific improvements, as deemed necessary, to provide safe and efficient onsite circulation and access to the Midtown Specific Plan area.

TRAF-2 Prior to the issuance of occupancy permits for development projects that would be accommodated by the Midtown Specific Plan, project applicants/developers shall make fair-share payments to the City of Long Beach toward construction of the traffic improvements listed below. The following traffic improvements and facilities are necessary to mitigate impacts of the Midtown Specific Plan and shall be included in the fee mechanism(s) to be determined by the City of Long Beach:

### Existing (2014) With Project Improvements

- **Atlantic Avenue and Spring Street:** Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. The intersection is currently built out to capacity and would require right-of-way acquisition by the City of Long Beach.

### Cumulative Year (2035) With Project Improvements

- **Long Beach Boulevard and Spring Street:** Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 74-foot cross section of Long Beach Boulevard, this improvement could be completed with restriping of the approach.
- **Pacific Avenue and Willow Street:** Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 74-foot cross section of Pacific Avenue, this improvement could be completed with restriping of the approach.
- **Atlantic Avenue and Willow Street:** Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 50-foot cross section of Atlantic Avenue, this improvement could be completed with restriping of the approach.
- **Atlantic Avenue and Spring Street:** Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Implementation of this improvement also requires improving the southbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane.
- **Atlantic Avenue and 27<sup>th</sup> Street:** Construct a traffic signal at the intersection.

## Area Outside the Midtown Specific Plan

Under the Proposed Project, the area that is outside the Midtown Specific Plan, which covers two residential blocks around Officer Black Park (approximately 4 acres) west of Pasadena Avenue between 21st Street and 20th Street, would be extracted from PD 29 and retain its underlying conventional zoning designations, which include Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). With the exception of the zoning designation revisions that would be undertaken, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. Therefore, no traffic impacts are anticipated to occur.

**Finding:** Based on the preceding, traffic impacts would be less than significant with implementation of the mitigation measures. The City of Long Beach hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

## 7. Utilities and Service Systems

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**Impact 5.14-1** Project-generated wastewater could result in an impact on the City of Long Beach's and County Sanitation Districts of Los Angeles County's wastewater treatment and conveyance systems.

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Support for this environmental impact conclusion is fully discussed starting on page 5.14-6 of Section 5.14, *Utilities and Service Systems*, of the DEIR.

The potential impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

### Midtown Specific Plan Area

#### *Wastewater Generation and Treatment Capacity*

Due to the increase in development potential, the Midtown Specific Plan would result in an increase in wastewater generated within the Midtown Specific Plan area. As shown in Table 5.14-2, *Estimated Project Wastewater Generation*, of the DEIR, project buildout is estimated to increase wastewater generation onsite by 672,821 gallons per day (gpd; or 0.664 mgd), which equates to a 65 percent increase, compared to existing wastewater generation conditions in the Midtown Specific Plan area.

As noted above, wastewater from the Midtown Specific Plan area is treated at LACSDS's JWPCP, which has capacity of 400 mgd, and had average daily effluent flows of approximately 261 mgd in 2014. There is approximately 139 mgd residual capacity at the JWPCP, which is more than adequate to accommodate the net increase in wastewater generation from development that would be accommodated by the Midtown Specific Plan. Therefore, the Midtown Specific Plan would not require construction of new or expanded wastewater treatment facilities.

### *Sewer Conveyance System*

Full implementation of the Midtown Specific Plan has the potential to increase sewer flows by 672,281 gpd (or 0.664 mgd) within the Midtown Specific Plan area. The increase in flows would be generally spread out among the various areas of the Midtown Specific Plan area, thereby potentially impacting numerous Long Beach and Sanitation District sewer lines.

### *Long Beach Conveyance System*

In order to evaluate the impact of the Midtown Specific Plan on the City's sewer conveyance system, the City's sewer hydraulic model was updated to account for the increases in sewer flows. Specifically, flow in existing sewers within the Midtown Specific Plan area was modeled with estimated wastewater flow from buildout of the Midtown Specific Plan distributed into the sewer system. Based on the analysis conducted in the Infrastructure Technical Report (see Appendix F of the DEIR), several sewer deficiencies were identified within the Midtown Specific Plan area with implementation of the Midtown Specific Plan.

Implementation of the Midtown Specific Plan would require the reconfiguration of the onsite private sewer system to support the development projects within each area of the Midtown Specific Plan area; additionally, development within the Midtown Specific Plan area would require upsizing of several key City sewer lines within the Midtown Specific Plan area to maintain required conformance with sewer design criteria. Specifically, buildout within the Midtown Specific Plan area would require replacement and upsizing of the City sewer lines listed in Table 5.14-3, *Sewer Deficiencies within Project Site Relative to Project Buildout Wastewater Flows*, of the DEIR, with the expanded sewer pipe sizes noted in this table. All of the sewer line replacements would be within existing roadways in soil already disturbed by construction of the roadways and existing utilities. Sewer line replacements and upsizing within the Midtown Specific Plan area are noted as project improvements (or project design features) in the Midtown Specific Plan, impacts of which are analyzed throughout Chapter 5 of the DEIR. For example, if implementation of upgrades is required, conformance with the General Construction Permit for Linear Projects would be followed, which serves to reduce the impacts of construction through the use of sediment and erosion based best management practices. Sewer line replacements and upsizing would not cause significant impacts additional to those identified elsewhere in Chapter 5, and no additional significant impact would occur.

Alternatively, site-specific sewer flow monitoring studies for individual development projects within the Midtown Specific Plan area may be implemented in lieu of the aforementioned sewer line replacements and upsizing to provide a more detailed analysis of the true flow depths over time to determine if the potential for surcharge conditions would occur. Site-specific studies may indicate sufficient capacity for the sewer lines identified above, as well indicate that they are above the design criteria ( $>0.75$  d/D). Since the preparation of a site-specific sewer flow monitoring study is not a standard City requirement for development projects, it has been added as mitigation.

Furthermore, new residential and commercial development that would be accommodated by the Midtown Specific Plan would be required to pay a sewer capacity fee required under Part 18 (Sewer Capacity Charge) of the Rules, Regulations, and Charges approved by the Long Beach Board of Water Commissioners in 2011. Specifically, commercial (all added plumbing fixtures) and residential uses (new units only) are required to pay the fees set forth in Appendix B of the Rules, Regulations, and Charges, which are currently set at \$97.31 for both of these land uses.

### *Sanitation Districts Conveyance System*

In addition to the City's updating of their sewer hydraulic model, an analysis of the increased flows from Transit District 5 of the Midtown Specific Plan area into the Sanitation Districts trunk lines (24 and 30 inches in parallel) was performed in the Infrastructure Technical Report (see Appendix E of the DEIR). The Sanitation Districts provided 2013 maximum flow rates for 24 segments of the main trunk lines that serve Transit District 5 among other areas of the City. Their analysis identified that for 23 of the 24 segments, all peak flows were significantly below the design capacity with the exception of one 24-inch segment (specific location not identified by the Sanitation Districts).

The trunk lines are designed to accommodate on average over 5 mgd and the maximum flow rates for 2013 averaged approximately 3.2 mgd or less. The addition of the Midtown Specific Plan's 0.47 mgd of proposed sewer increases from Development Districts 1, 4 and 5 to the existing trunk sewer lines would not increase the flows beyond the total design capacity of these larger trunk sewer lines. Therefore, implementation of the Midtown Specific Plan would not require upsizing of the Sanitation Districts trunk sewer lines serving the Midtown Specific Plan area.

However, all development projects within the Midtown Specific Plan area would require "Will Serve" letters from the Sanitation Districts, in which project specific flows will be further evaluated by the Sanitation Districts. To ensure sufficient capacity within the trunk sewer lines, the Sanitation Districts would review individual developments projects that would be accommodated by the Midtown Specific Plan in order to determine whether or not sufficient trunk sewer capacity exists to serve each development project and if the Sanitation Districts facilities will be affected by the development project. This would be accomplished through the Sanitation Districts "Will Serve" letter process. Since the "Will Serve" letter process is not a standard City requirement for development projects, it has been added as mitigation at the end of this section.

### **Mitigation Measures**

USS-1 Prior to the issuance of grading permits for individual development projects that would occur within the Midtown Specific Plan area and in lieu of implementing the sewer line replacement and upsizing improvements outlined in the Infrastructure Technical Report for Hydrology, Sewer, Water, and Water Quality prepared by Fuscoe Engineering (dated July 1, 2015), the project applicant/developer shall submit a site-specific sewer flow monitoring study to provide a more detailed analysis of the true sewer flow depths over time to determine if the potential for surcharge conditions would occur due to project development. The sewer flow monitoring study may indicate that there is sufficient capacity for the sewer lines identified in the Infrastructure Technical Report, as well indicate that they are above the design criteria ( $>0.75$  d/D); and thereby, conclude that the replacement and upsizing improvements are not necessary. The sewer flow monitoring study shall be submitted to the City of Long Beach Development Services Department for review and approval.

USS-2 Prior to the issuance of grading permits for individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant/developer shall provide evidence to the City of Long Beach Development Services Department that that the development project has been reviewed by the County Sanitation Districts of Los Angeles County (Sanitation Districts) and that a "Will Serve" letter has been issued by the Sanitation

Districts. The "Will Serve" letter process is necessary in order to determine whether or not sufficient trunk sewer capacity exists to serve each development project and if the Sanitation Districts facilities will be affected by the development project.

#### **Area Outside the Midtown Specific Plan**

Under the Proposed Project, the area that is outside the Midtown Specific Plan, which covers two residential blocks around Officer Black Park (approximately 4 acres) west of Pasadena Avenue between 21st Street and 20th Street, would be extracted from PD 29 and retain its underlying conventional zoning designations, which include Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). With the exception of the zoning designation revisions that would be undertaken, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. Therefore, no impacts to wastewater treatment and conveyance systems are anticipated to occur.

**Finding:** Based on the preceding, impacts to wastewater treatment and conveyance systems would be less than significant with implementation of the mitigation measures. The City of Long Beach hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

#### **E. Findings on Significant Unavoidable Impacts**

The following summary describes the unavoidable impacts of the Proposed Project where mitigation measures were found to be infeasible or would not lessen impacts to less than significant. The following impacts would remain significant and unavoidable.

##### **1. Air Quality**

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**Impact 5.2-1** Construction activities associated with implementation of the Proposed Project would generate short-term emissions that exceed the South Coast Air Quality Management District's regional construction thresholds.

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Support for this environmental impact conclusion is fully discussed starting on page 5.2-16 of Section 5.2, *Air Quality*, of the DEIR.

A project would normally have a significant effect on the environment if it violates any air quality standard or contributes substantially to an existing or projected air quality violation. Construction activities produce combustion emissions from various sources, such as onsite heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Site preparation activities produce fugitive dust emissions (PM<sub>10</sub> and PM<sub>2.5</sub>) from grading and excavation and from demolition. Exhaust emissions from construction onsite would vary daily. The potential construction-related air quality impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

Construction activities would temporarily increase PM<sub>10</sub>, PM<sub>2.5</sub>, VOC, NO<sub>x</sub>, SO<sub>x</sub>, and CO regional emissions within the SoCAB. Construction activities associated with buildout of the Midtown Specific Plan area are

anticipated to occur sporadically over an approximately 18-year period or longer. Buildout would comprise of multiple smaller projects undertaken by individual developers/project applicants, each having its own construction timeline and activities. Development of multiple properties could occur at the same time; however, there is no defined development schedule for these future projects at this time. For this analysis, the maximum daily emissions are based on a very conservative scenario, where several construction projects throughout the Midtown Specific Plan area would occur at one time and overlap of all construction phases occur at the same time. The amount of construction assumed is consistent with the approximately 18-year anticipated buildout of the Midtown Specific Plan area. An estimate of maximum daily construction emissions is provided in Table 5.2-8, *Estimate of Regional Construction Emissions*, of the DEIR.

As shown in Table 5.2-8, construction activities associated with the Proposed Project could potentially exceed the SCAQMD regional thresholds for VOC and NO<sub>x</sub>. The primary source of NO<sub>x</sub> emissions is vehicle and construction equipment exhaust. NO<sub>x</sub> is a precursor to the formation of both O<sub>3</sub> and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). VOC is produced by equipment exhaust and off-gas of architectural coatings and paving. VOC is a precursor to the formation of O<sub>3</sub>. Project-related emissions of VOC and NO<sub>x</sub> would contribute to the O<sub>3</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> nonattainment designations of the SoCAB. Therefore, project-related construction activities would result in significant regional air quality impacts.

#### **Mitigation Measures**

AQ-1 Applicants for new development projects within the Midtown Specific Plan area shall require the construction contractor to use equipment that meets the United States Environmental Protection Agency (EPA)-Certified emissions standards. All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by the California Air Resources Board's (CARB) regulations.

Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 4 or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Long Beach Building Official or their designee. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.

AQ-2 Applicants for new development projects within the Midtown Specific Plan area shall require the construction contractor to prepare a dust control plan and implement the following measures during ground-disturbing activities in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District (SCAQMD) Rule 403 to further reduce PM<sub>10</sub> and PM<sub>2.5</sub> emissions. The City of Long Beach Building Official or their designee shall verify compliance that these measures have been implemented during normal construction site inspections.

- Following all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering.
- During all construction activities, the construction contractor shall sweep streets with SCAQMD Rule 1186-compliant, PM<sub>10</sub>-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.
- During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and tarp materials with a fabric cover or other cover that achieves the same amount of protection.
- During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day.
- During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.

AQ-3 Applicants for new development projects within the Midtown Specific Plan area shall require the construction contractor to use coatings and solvents with a volatile organic compound (VOC) content lower than required under South Coast Air Quality Management District Rule 1113 (i.e., super compliant paints). The construction contractor shall also use precoated/natural-colored building materials, where feasible. Use of low-VOC paints and spray method shall be included as a note on architectural building plans and verified by the City of Long Beach Building Official or their designee during construction.

#### **Area Outside the Midtown Specific Plan**

Under the Proposed Project, the area that is outside the Midtown Specific Plan, which covers two residential blocks around Officer Black Park (approximately 4 acres) west of Pasadena Avenue between 21st Street and 20th Street, would be extracted from PD 29 and retain its underlying conventional zoning designations, which include Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). With the exception of the zoning designation revisions that would be undertaken, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. Therefore, no construction-related air quality impacts are anticipated to occur.

**Finding:** The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other considerations, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section G of these Findings. (Public Resources Code § 21081(a)(3); Guidelines § 15091(a)(3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological or other benefits, including region-wide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.



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**Impact 5.2-2** Long-term criteria air pollutant emissions associated with the Proposed Project would exceed the South Coast Air Quality Management District's regional operational significance thresholds.

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Support for this environmental impact conclusion is fully discussed starting on page 5.2-18 of Section 5.2, *Air Quality*, of the DEIR.

The potential operational-related air quality impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

Buildout of the Midtown Specific Plan area would result in direct and indirect criteria air pollutant emissions from transportation, energy (natural gas use), and area sources (e.g., natural gas fireplaces, aerosols, landscaping equipment). Transportation sources of criteria air pollutant emission are based on the traffic impact analysis conducted by Fehr & Peers (see Appendix H of the DEIR). Development that would be accommodated by the Specific Plan would generate a net increase of 72,079 weekday average daily trips (ADT) and a net increase of 185,000 daily VMT. The results of the CalEEMod modeling are included in Table 5.2-9, *Maximum Daily Operational Phase Regional Emissions*, of the DEIR.

As shown in Table 5.2-9, the operation phase of the Midtown Specific Plan at buildout would generate air pollutant emissions that exceed SCAQMD's regional significance thresholds for VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Construction of the new residential and non-residential uses would be based on market-demand and would be constructed over the approximate 18-year project buildout; therefore, emissions from construction activities could add to the total emissions during early phases. Table 5.2-9 shows maximum daily emissions at buildout once construction is complete. Emissions of VOC and NO<sub>x</sub> that exceed the SCAQMD regional threshold would cumulatively contribute to the O<sub>3</sub> nonattainment designation of the SoCAB. Emissions of NO<sub>x</sub> that exceed SCAQMD's regional significance thresholds would cumulatively contribute to the O<sub>3</sub> and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) nonattainment designations of the SoCAB. Emissions of PM<sub>10</sub> and PM<sub>2.5</sub> would contribute to the PM<sub>10</sub> and PM<sub>2.5</sub> nonattainment designations.

Therefore, implementation of the Midtown Specific Plan would result in a significant impact because it would significantly contribute to the nonattainment designations of the SoCAB.

## Mitigation Measures

### *Stationary Source*

- AQ-4 Prior to issuance of a building permit for new development projects within the Midtown Specific Plan area, the property owner/developer shall show on the building plans that all major appliances (dishwashers, refrigerators, clothes washers, and dryers) to be provided/installed are Energy Star appliances. Installation of Energy Star appliances shall be verified by the City of Long Beach Building and Safety Bureau prior to issuance of a certificate of occupancy.

### *Transportation and Motor Vehicles*

- AQ-5 Prior to issuance of building permits for non-residential development projects within the Midtown Specific Plan area, the property owner/developer shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Long Beach Building and Safety Bureau prior to issuance of a certificate of occupancy.

- For buildings with more than ten tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the CALGreen Code.
- Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code.
- Facilities shall be installed to support future electric vehicle charging at each non-residential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.

## Area Outside the Midtown Specific Plan

With the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no operational-related air quality impacts are anticipated to occur.

**Finding:** The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other considerations, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section G of these Findings. (Public Resources Code § 21081(a)(3); Guidelines § 15091(a)(3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological or other benefits, including region-wide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

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**Impact 5.2-3 Construction activities related to buildout of the Proposed Project could expose sensitive receptors to substantial pollutant concentrations.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.2-20 of Section 5.2, *Air Quality*, of the DEIR.

#### **Midtown Specific Plan Area**

Development that would be accommodated by the Midtown Specific Plan could expose sensitive receptors to elevated pollutant concentrations during construction activities if it would cause or contribute significantly to elevating those levels. Unlike the mass of construction emissions shown in Table 5.2-8, *Estimate of Regional Construction Emissions*, of the DEIR and described in pounds per day, localized concentrations refer to an amount of pollutant in a volume of air (ppm or  $\mu\text{g}/\text{m}^3$ ) and can be correlated to potential health effects. LSTs are the amount of project-related emissions at which localized concentrations (ppm or  $\mu\text{g}/\text{m}^3$ ) would exceed the ambient air quality standards for criteria air pollutants for which the SoCAB is designated a nonattainment area.

Table 5.2-8 provides an estimate of the magnitude of criteria air pollutant emissions generated by the development that would be accommodated by the Midtown Specific Plan for each construction subphase. Buildout of the Midtown Specific Plan would occur over a period of approximately 18 years or longer and would comprise several smaller projects with their own construction timeframe and construction equipment. Concentrations of criteria air pollutants generated by a development project depend on the emissions generated onsite and the distance to the nearest sensitive receptor.

Therefore, an LST analysis can only be conducted at a project-level, and quantification of LSTs is not applicable for this program-level environmental analysis. Because potential redevelopment could occur close to existing sensitive receptors, the development that would be accommodated by the Specific Plan has the potential to expose sensitive receptors to substantial pollutant concentrations. Construction equipment exhaust combined with fugitive particulate matter emissions has the potential to expose sensitive receptors to substantial concentrations of criteria air pollutant emissions and result in a significant impact.

#### **Mitigation Measures**

Mitigation measures applied for Impact 5.2-1 would also reduce the Proposed Project's localized construction-related criteria air pollutant emissions to the extent feasible.

#### **Area Outside the Midtown Specific Plan**

With the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no operational-related air quality impacts are anticipated to occur.

**Finding:** The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other considerations, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological or other considerations, including considerations for the provision of employment opportunities for highly trained

workers, make infeasible the alternatives identified in the EIR, as discussed in Section G of these Findings. (Public Resources Code § 21081(a)(3); Guidelines § 15091(a)(3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological or other benefits, including region-wide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

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**Impact 5.2-6     The Proposed Project is a regionally significant project that would contribute to an increase in frequency or severity of air quality violations in the South Coast Air Basin and would conflict with the assumptions of the applicable Air Quality Management Plan.**

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Support for this environmental impact conclusion is fully discussed starting on page 5.2-24 of Section 5.2, *Air Quality*, of the DEIR.

CEQA requires that general plans be evaluated for consistency with the AQMP. A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental effects of a project under consideration at a stage early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals contained in the AQMP. Only new or amended general plan elements, specific plans, and major projects need to undergo a consistency review. This is because the AQMP strategy is based on projections from local general plans. Projects that are consistent with the local general plan are considered consistent with the air quality-related regional plan.

The regional emissions inventory for the SoCAB is compiled by SCAQMD and SCAG. Regional population, housing, and employment projections developed by SCAG are based, in part, on the local jurisdictions' general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP. These demographic trends are incorporated into the 2012-2035 RTP/SCS, compiled by SCAG to determine priority transportation projects and VMT within the SCAG region.

The potential impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### **Midtown Specific Plan Area**

Per CEQA Guideline Section 15206, the Midtown Specific Plan is considered regionally significant by SCAG. Changes in the population, housing, or employment growth projections associated with this project have the potential to substantially affect SCAG's demographic projections and therefore the assumptions in SCAQMD's AQMP. The Midtown Specific Plan would increase the land use intensity within the Project Site, resulting in an increase in population and employment in the Midtown Specific Plan area. Additionally, the Midtown Specific Plan would require a general plan amendment to accommodate the change in land uses and increase in development intensity. Because regional transportation modeling is based on the underlying general plan land use designation, the Midtown Specific Plan could potentially change the assumptions of the AQMP.

The AQMP ensures that the region is on track to attain the California and federal AAQS. When a project has the potential to exceed the assumptions of the AQMP because it is more intensive than the underlying land

use designation, criteria air pollutants generated during operation of development that would be accommodated by the Midtown Specific Plan are compared to SCAQMD's regional significance thresholds (see Impact 5.2-2), which were established to determine whether a project has the potential to cumulatively contribute to the SoCAB's nonattainment designations. Development that would be accommodated by the Midtown Specific Plan would exceed SCAQMD's regional operational thresholds. As a result, the Midtown Specific Plan could potentially exceed the assumptions in the AQMP and would not be considered consistent with the AQMP.

The Midtown Specific Plan would be consistent with SCAG's regional goals of integrating land uses near a major transportation corridor. The Midtown Specific Plan's Transit Node District supports compact, transit-oriented mixed-use and residential development centered on the three Metro Blue Line stations within the plan area. The Corridor District is intended to provide housing options and neighborhood serving uses within walking distance of a transit node. Enhancements to the Right-of-Way District include widened sidewalks, additional landscape planting zones, and separated bike lanes. Improvements to the public realm and right-of-way would improve the overall connectivity to public transit.

Also, the Midtown Specific Plan proposes implementation of 11 vehicular street closures to create parklets along Long Beach Boulevard, which would improve pedestrian and bicycle safety as well as encourage pedestrian and bicycle mobility, thereby decreasing associated criteria air pollutant emissions from mobile sources. Development of residential and nonresidential land uses in proximity to each other in addition to public transportation options would also likely reduce per capita VMT and associated criteria air pollutant emissions from mobile sources.

However, despite furthering the regional transportation and planning objectives to reduce per capita VMT and associated emissions, the Midtown Specific Plan would represent a substantial increase in emissions compared to existing conditions and would exceed SCAQMD's regional operational significance thresholds. As a result, the Midtown Specific Plan could potentially exceed the assumptions in the AQMP and would not be considered consistent with the AQMP. Consequently, impacts would be potentially significant.

### **Mitigation Measures**

Mitigation measures applied for Impact 5.2-1 and Impact 5.2-2 would reduce the Proposed Project's regional construction-related and operational phase criteria air pollutant emissions to the extent feasible.

### **Area Outside the Midtown Specific Plan**

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no impacts are anticipated to occur.

**Finding:** The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other considerations, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section G of these Findings.

(Public Resources Code § 21081(a)(3); Guidelines § 15091(a)(3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological or other benefits, including region-wide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

## 2. Greenhouse Gas Emissions

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**Impact 5.5-1** Development of the proposed land uses within the Project Site would result in a substantial increase of GHG emissions that would exceed the South Coast Air Quality Management District's proposed efficiency target of 4.8 MTCO<sub>2e</sub>.

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Support for this environmental impact conclusion is fully discussed starting on page 5.5-19 of Section 5.5, *Greenhouse Gas Emissions*, of the DEIR.

A project does not generate enough GHG emissions on its own to influence global climate change; therefore, the GHG chapter measures a project's contribution to the cumulative environmental impact. The potential GHG emissions impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

### Midtown Specific Plan Area

The development potential contemplated by the Midtown Specific Plan would contribute to global climate change through direct emissions of GHG from onsite area sources and vehicle trips generated by future development, and indirectly through offsite energy production required for onsite activities, water use, and waste disposal. Annual GHG emissions were calculated for construction and operation of future development that would be accommodated by the Midtown Specific Plan. Construction emissions were amortized into the operational phase in accordance with SCAQMD's proposed methodology. The total and net increases in GHG emissions associated with the Midtown Specific Plan are shown in Table 5.5-5, *Annual Operational Phase GHG Emissions*, of the DEIR.

As shown in Table 5.5-5, the net increase in GHG emissions of 24,149 MTCO<sub>2e</sub> annually from project-related operational activities would exceed SCAQMD's draft bright-line screening threshold of 3,000 MTCO<sub>2e</sub> for all land use types. The increase in overall land uses within the Midtown Specific Plan boundary is the primary factor for the increase in overall GHG emissions. Under the Midtown Specific Plan, increase in land use development would result in a 37 percent increase in the total service population. Although the Midtown Specific Plan would result in a substantial increase in GHG emissions in the City of Long Beach, it would also result in an 11 percent decrease in GHG emissions per person. As shown in Table 5.5-5, the GHG emissions per capita rate would decrease from 6.1 MTCO<sub>2e</sub>/year/SP to 5.5 MTCO<sub>2e</sub>/year/SP.

The improvement in per capita efficiency would be attributable to the overall land use plan and development standards of the Midtown Specific Plan to reduce VMT. The Midtown Specific Plan would place mixed-use residential land uses near the existing Metro Blue Line stations, bus routes, and I-405. The Midtown Specific Plan would also seek improvements to and provide more bike and pedestrian pathways throughout the Midtown Specific Plan area and create better overall connectivity in the public transportation and active transit system. Also, the Midtown Specific Plan includes the closure of seven roadway segments that intersect with Long Beach Boulevard in order to create parklets (small street parks, which would encourage pedestrian

and bicycle mobility and improve pedestrian and bicycle safety throughout the Project Site and its surroundings. Placement of land uses that complement each other in addition to improvements in access to alternative transportation options contribute to reducing per capita VMT. Aside from the policies and strategies to reduce per capita VMT, new buildings under the Midtown Specific Plan would be more energy efficient than existing buildings throughout the Midtown Specific Plan area. These aspects of the Midtown Specific Plan would contribute to the overall reduction of per capita GHG emissions.

However, although implementation of the Midtown Specific Plan would result in a slight decrease in GHG emissions per capita, it would not meet the SCAQMD Year 2035 Target efficiency metric of 2.4 MTCO<sub>2</sub>e/year/SP based on the long-term GHG reduction goals of Executive Order S-3-05 and Executive Order B-30-15. Additional state and local actions are necessary to achieve the post-2020 GHG reduction goals for the state. CARB has released the 2014 Scoping Plan Update to identify a path for the date to achieve additional GHG reductions. The new Executive Order B-30-15 requires CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. However, at this time, no additional GHG reductions programs have been outlined that get the state to the post-2020 targets identified in Executive Order S-3-05, which are an 80 percent reduction in 1990 emissions by 2050 or the Executive Order B-30-15, which are a 40 percent reduction in 1990 emissions by 2035. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advances in technology. Therefore, the Midtown Specific Plan's cumulative contribution to the long-term GHG emissions in the state would be considered significant and potentially significant.

#### **Mitigation Measures**

Mitigation Measures AQ-4 and AQ-5 from Section 5.2, *Air Quality*, apply here and would also reduce GHG emissions of the Proposed Project.

#### **Area Outside the Midtown Specific Plan**

Under the Proposed Project, the area that is outside the Midtown Specific Plan, which covers two residential blocks around Officer Black Park (approximately 4 acres) west of Pasadena Avenue between 21st Street and 20th Street, would be extracted from PD 29 and retain its underlying conventional zoning designations, which include Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). With the exception of the zoning designation revisions that would be undertaken, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. Therefore, no GHG emissions impacts are anticipated to occur.

**Finding:** The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other considerations, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section G of these Findings. (Public Resources Code § 21081(a)(3); Guidelines § 15091(a)(3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological or other benefits, including region-wide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

### 3. Noise

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Impact 5.9-1	Construction activities associated with development projects that would be accommodated by the Proposed Project would result in temporary noise increases in the vicinity of the Project Site.
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Support for this environmental impact conclusion is fully discussed starting on page 5.9-14 of Section 5.9, *Noise*, of the DEIR.

The potential construction-related noise impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

#### Midtown Specific Plan Area

Two types of temporary noise impacts could occur during construction activities associated with development that would be accommodated by the Midtown Specific Plan. First, the transport of workers and movement of materials to and from the site could incrementally increase noise levels along local access roads. The second type of temporary noise impact is related to demolition, site preparation, grading, and/or physical construction. Construction is performed in distinct steps, each of which has its own mix of equipment, and, consequently, its own noise characteristics. Table 5.9-8, *Construction Equipment Noise Emission Levels*, of the DEIR lists typical construction equipment noise levels recommended for noise-impact assessments, based on a distance of 50 feet between the equipment and noise receptor.

As shown Table 5.9-8, construction equipment generates high levels of noise with maximums ranging from 71 dBA to 101 dBA. Construction of individual development projects associated with the Midtown Specific Plan would temporarily increase the ambient noise environment and would have the potential to affect noise-sensitive land uses in the vicinity of an individual development project. Per Section 8.80.202 (Construction Activity-Noise Regulations) of the City's Municipal Code, construction activities are prohibited from 7:00 PM to 7:00 AM Mondays through Fridays and before 9:00 AM and after 6:00 PM on Saturdays. Construction is prohibited on Sundays, unless a permit has been issued.

Significant noise impacts may occur from operation of heavy earthmoving equipment and truck haul that would occur with construction of individual development projects. Implementation of the Midtown Specific Plan would result in an increase in development intensity throughout the Midtown Specific Plan area. Construction noise levels are dependent upon the specific locations, site plans, and construction details of individual development projects, which have not yet been developed and are not known at this time. Construction-related noise would be localized and would occur intermittently for varying periods of time.

Because specific project-level information is not available at this time, it is not possible to quantify the construction noise impacts at specific sensitive receptors. Most of the Midtown Specific Plan area is currently developed as residential, commercial, and medical uses. Construction of individual development projects associated with the Midtown Specific Plan would temporarily increase the ambient noise environment in the vicinity of each development project, potentially affecting existing and future sensitive uses in the vicinity of the development site. Because construction activities associated with any individual development project may occur near noise-sensitive receptors and depending on the project type noise disturbances may occur for



prolonged periods of time, construction noise impacts associated with implementation of the Midtown Specific Plan are considered significant.

### Mitigation Measures

N-1 Prior to issuance of demolition, grading and/or building permits for development projects accommodated by the Midtown Specific Plan, a note shall be provided on development plans indicating that ongoing during grading, demolition, and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:

- Construction activity is limited to the daytime hours between 7 AM to 7 PM on Monday through Friday and 9 AM to 6PM on Saturday, as prescribed in the City's Municipal Code. Construction is prohibited on Sundays.
- All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers.
- Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.
- Stockpiling is located as far as feasible from nearby noise-sensitive receptors.
- Construction traffic shall be limited to the haul routes established by the City of Long Beach.

### Area Outside the Midtown Specific Plan

Under the Proposed Project, the area that is outside the Midtown Specific Plan, which covers two residential blocks around Officer Black Park (approximately 4 acres) west of Pasadena Avenue between 21st Street and 20th Street, would be extracted from PD 29 and retain its underlying conventional zoning designations, which include Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). With the exception of the zoning designation revisions that would be undertaken, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. Therefore, no construction-related noise impacts are anticipated to occur.

**Finding:** The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other considerations, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section G of these Findings. (Public Resources Code § 21081(a)(3); Guidelines § 15091(a)(3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological or other benefits, including region-wide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

## **F. Findings on Growth-Inducing Impacts and Significant Irreversible Effects**

### **1. Growth Inducing Impacts of the Proposed Project**

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways that the Proposed Project could directly or indirectly foster economic or population growth or the construction of additional housing in the surrounding environment. Also required is an assessment of other projects that would foster other activities that could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?
- Would this project result in the need to expand one or more public services to maintain desired levels of service?
- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the DEIR.

**Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?**

The Proposed Project would not remove obstacles to growth. The project would not extend infrastructure facilities into currently unserved areas. As discussed in Section 5.14, *Utilities and Service Systems*, of the DEIR, the Project Site and its surrounding area are already developed, and existing utilities and service systems (i.e., water, wastewater, solid waste, natural gas, and electricity) are available to provide service to the Proposed Project. While upgrades to the existing utilities may be necessary, major infrastructure is already present in the area and there are no known obstacles to growth. In addition, approval of the Midtown Specific Plan would not remove any existing regulatory obstacle to growth, but would redefine the nature of future growth in the area. For example, the current and proposed zoning for the Project Site have varying allowable densities and permitted uses, but growth would be allowed under both the current and proposed zoning. Therefore, the Proposed Project is not considered growth inducing with respect to removal of obstacles to growth within the Project Site.

## **Upsizing of Major Infrastructure**

Buildout of the Midtown Specific Plan would require upsizing of four sewer main segments onsite; one water main segment; upsizing of existing storm drains of less than 24 inches diameter to at least 24 inches diameter; upsizing of two segments of storm drain in Willow Street to at least 36 inches diameter; and additions of exclusive right-turn lanes at one approach each at five intersections. Additions of the right-turn lanes can be completed by restriping existing roadways. Section 5.14, *Utilities and Service Systems*, of the DEIR describes these infrastructure improvements in more detail.

## **Changes in Existing Regulations**

Adoption of the Midtown Specific Plan would change the current land use and zoning designations of the project area into those proposed by the Specific Plan. A detailed description of the existing and proposed land use categories is provided in Chapter 3, *Project Description*, of the DEIR. The Midtown Specific Plan would increase the number of permitted residential units within the Midtown Specific Plan area to just over 3,600 units—approximately 1,700 more than existing conditions. Furthermore, the current zoning designations of the project site would be changed to Specific Plan District (SPD). Chapter 3 of the DEIR describes these changes to existing regulations in more detail. The Midtown Specific Plan would also increase potential commercial and employment building square footage to just over 2.9 million square feet (a net increase of almost 369,000 square feet over existing conditions), concentrating and intensifying development at key transit and employment nodes. The buildout projections also assume a small increase in the number of licensed hospital beds (27 beds compared to over 950 existing beds) and the addition of a business hotel with up to 81 hotel rooms. The existing zoning designations of the Midtown Specific Plan area would be replaced with the new Midtown Specific Plan zoning designations, and the existing General Plan land use designations in the Specific Plan area would be replaced by the Midtown Specific Plan.

**Would this project result in the need to expand one or more public services to maintain desired levels of service?**

The Project Site is in a developed and highly-urbanized area of the City. As described in Sections 5.11, *Public Services*, and 5.14, *Utilities and Service Systems*, of the DEIR, all public services and utilities are currently available at the Project Site. Public service agencies were consulted during preparation of the DEIR— Long Beach Fire Department, Long Beach Police Department, Long Beach Unified School District, and Long Beach Public Library. However, none of the service providers have indicated that buildout of the Midtown Specific Plan would necessitate the immediate expansion of their service and facilities in order to maintain desired levels of service. Therefore, no future expansion of public services would be required to maintain existing levels of service.

**Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?**

Implementation of the Proposed Project would encourage or facilitate economic effects. During project construction, a number of design, engineering, and construction-related jobs would be created. These jobs would be available as site-specific development is proposed within the Project Site, lasting until the final development is completed. Timing for each individual development project would be dependent on the development decisions of individual landowners; however, for purposes of the environmental analysis, full

buildout of the Proposed Project is anticipated to occur by 2035. This would be a direct but temporary growth-inducing impact of the Proposed Project.

Buildout of the Proposed Project would increase employment in the project area to 15,648 employees (an increase of 2,787 over the existing 12,861 employees). Impacts of the increases in job-generating land uses and employment pursuant to the Proposed Project are analyzed throughout Chapter 5, *Environmental Analysis*, of the DEIR.

The increased number of employees and residents as a result of the Proposed Project would spur new economic investment in commercial uses serving the Project Site. This would represent an increased demand for economic goods and services and could, therefore, encourage the creation of new businesses and/or the expansion of existing businesses, particularly in the Corridor and Transit Node Districts of the Midtown Specific Plan, which address these economic needs. While the Proposed Project would have an indirect growth-inducing effect, this would be accommodated by the surrounding neighborhood's current land uses and its ability to absorb local business growth.

**Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?**

The Proposed Project would allow for new development and redevelopment throughout the Project Site by increasing the number of residential units that currently exist within the Project Site by up to 1,736 residential units. The Proposed Project would also allow for the development of almost 370,000 square feet of nonresidential land uses over existing conditions, which would lead to an increase of nearly 2,800 employees. Furthermore, the Proposed Project would allow for an increase of 27 hospital beds and 81 hotel rooms over existing conditions. Implementation of the Proposed Project would result in a change to the nature and intensity of use of the Project Site; however, because the Project Site is in a developed and highly-urbanized area of the City and is surrounded by similar uses, this would not be a precedent-setting action that could encourage or facilitate other activities that could significantly affect the environment.

## **2. Significant Irreversible Effects of the Proposed Project**

Section 15126.2(c) of the CEQA Guidelines requires that an Environmental Impact Report (EIR) describe any significant irreversible environmental changes that would be caused by the Proposed Project should it be implemented. Specifically, the CEQA Guidelines state:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highways improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Significant irreversible changes caused by the Proposed Project if it is implemented would be:

- Implementation of the Proposed Project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Operation of the Proposed Project would require the use of natural gas and electricity, petroleum-based fuels, fossil fuels, and water. The commitment of resources required for the construction and operation of the Proposed Project would limit the availability of such resources for future generations or for other uses during the life of the project.
- An increased commitment of social services and public maintenance services (e.g., police, fire, schools, libraries, and sewer and water services) would also be required. The energy and social service commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.
- Population and employment growth related to project implementation would increase vehicle trips over the long term. Emissions associated with such vehicle trips would continue to contribute to the South Coast Air Basin's nonattainment designation for ozone and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), nonattainment for lead (Los Angeles County only) under the California and National Ambient Air Quality Standards (AAQS), and nonattainment for nitrogen dioxide (NO<sub>2</sub>) under the California AAQS.
- Future development that would be accommodated under the Proposed Project is a long-term irreversible commitment of vacant parcels of land or redevelopment of existing developed land in the City of Long Beach.

Given the low likelihood that the land would revert to lower intensity uses or to its current form, the Proposed Project would generally commit future generations to these environmental changes.

## **G. Findings on Project Alternatives**

### **1. ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS**

The following is a discussion of the land use alternative considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in the DEIR.

#### **Alternative Development Areas**

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (Guidelines Sec. 15126[5][B][1]). In general, any development of the size and type proposed by the project would have substantially the same impacts on air quality, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems. Without a site specific analysis, impacts on aesthetics, geology and soils, hazards and hazardous materials, and hydrology and water quality cannot be evaluated. These impacts were found to be less than significant or less than significant with

mitigation incorporated. Therefore, another location would not avoid or substantially lessen the effects of the Proposed Project.

The purpose of the Proposed Project is to create a transit corridor plan which would enhance an underutilized area and expand development opportunities that response to transit investments. The Project Site is served by a number of transit opportunities, including the Metro light-rail and Long Beach Transit (LBT) bus routes. The Metro Blue Line runs directly through the Project Site along Long Beach Boulevard and connects downtown Los Angeles to downtown Long Beach, and LBT provides bus services via Routes 1, 51, and 52 also along Long Beach Boulevard. The transit improvements along this segment of Long Beach Boulevard help create an opportunity for redevelopment of this largely commercial corridor with mixed land uses, which is a unique site within the City of Long Beach.

Further, buildout of the Proposed Project would allow for up to 3,695 dwelling units, 3,008,611 square feet of commercial/employment uses, 983 hospital beds, and 277 hotel rooms within the Project Site. No other transit corridors within the City would be able to accommodate this proposed growth while achieving the Proposed Project's guiding principles. Therefore, no other sites were considered for further alternatives analysis.

**Finding:** Specific economic, legal, social, technological, or other considerations, including provision of housing opportunities for students, make infeasible this project alternative identified in the DEIR (Public Resources Code § 21081(a)(3), Guidelines § 15091(a)(3)).

## **2. ALTERNATIVES SELECTED FOR FURTHER ANALYSIS**

The following alternatives were determined to represent a reasonable range of alternatives with the potential to feasibly attain most of the basic objectives of the Proposed Project but avoid or substantially lessen any of the significant effects of the project.

- No Project/No Development Alternative
- No Project/Existing Zoning Alternative
- Reduced Intensity/Density Alternative
- Residential Focus Alternative

An EIR must identify an "environmentally superior" alternative and where the No Project/No Development Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the Proposed Project and determined to be environmentally superior, neutral, or inferior. However, only those impacts found significant and unavoidable are used in making the final determination of whether an alternative is environmentally superior or inferior to the Proposed Project. Only the impacts involving air quality, greenhouse gas emissions, and noise were found to be significant and unavoidable, as outlined in Section 7.2, *Significant and Unavoidable Impacts*, of the DEIR.

The Proposed Project is analyzed in detail in Chapter 5, *Environmental Analysis*, of the DEIR.

### **No Project/No Development Alternative**

This alternative assumes the Proposed Project would not be implemented, which includes adoption of the Midtown Specific Plan. It also assumes that no new development would occur and the Project Site would be considered completely built out. Therefore, all existing land uses would remain with no additional development in the future. Table 7-1, *Build-out Statistical Summary*, of the DEIR compares buildout statistics of the Proposed Project to the No Project/No Development Alternative. As shown in the table, the No Project/No Development Alternative would not allow any additional growth, therefore reducing potential development for dwelling units and commercial/employment uses by a substantial amount. This alternative would also reduce the number of residents and jobs by 4,153 people and 2,787 jobs, respectively, compared to the Proposed Project.

The No Project/No Development Alternative would reduce impacts to air quality (operation), cultural resources, GHG, hazards and hazardous materials, hydrology and water quality, noise (operation), population and housing, public services, recreation, transportation and traffic, and utilities and service systems. Additionally, significant and unavoidable impacts associated with construction- and operational related air quality and construction-related noise would be eliminated under this alternative. However, impacts related to aesthetics would be increased under this alternative, and the significant and unavoidable GHG impact associated with the Proposed Project would not be eliminated.

Implementation of the No Project/No Development Alternative would ultimately stop any new development from occurring within the Project Site beyond what is already on the ground. Therefore, none of the project objectives would be achieved under this alternative. There would be no improvements to enhance mobility and implement complete streets principles (Guiding Principle No. 1); streets and connections between the medical area, parks, and neighborhoods would not be enhanced with safety and wellness features (Guiding Principle No. 2); and infrastructure and amenities would remain as is (Guiding Principle No. 4). Further, since no development would occur, a sustainable future decreasing reliance on automobiles, reducing the urban heat-island effect, and promoting a balance of jobs and housing would not be achieved (Guiding Principle No. 3). Lastly, the ideas and plans within the Midtown Specific Plan that were generated by the City and community (i.e., residents, businesses, property owners, and interest groups) would not be implemented (Guiding Principle No. 5).

**Finding:** While the No Project/No Development Alternative would lessen some of the environmental effects of the proposed project, it would not eliminate all the Proposed Project's significant and unavoidable impacts or meet any of the project alternatives. For these reasons, the City rejects this alternative.

### **No Project/Existing Zoning Alternative**

The No Project/Existing Zoning Alternative assumes that the Midtown Specific Plan would not be adopted and the current zoning designation of the overall Project Site (Planned Development District 29 [PD-29]) would remain. Pursuant to CEQA Guidelines Section 15126.6(e)(3)(A), where a project is the revision of an existing regulatory plan, the "no project" alternative assumes continuation of the existing plan, policy or operation into the future. Therefore, this alternative assumes that new development and redevelopment would continue to occur in the Project Site consistent with the provisions of the adopted PD-29 zoning designation of the Project Site. As shown in Table 7-1, *Build-out Statistical Summary*, of the DEIR, the existing zoning designation of the Project Site would allow for substantially more dwelling units and

commercial/employment building square footage that would occur under the Proposed Project. Overall development for the Project Site under current the zoning would allow for a total of 5,922 dwelling units and 5,045,077 commercial/employment building square footage, which would generate approximately 17,161 residents and 20,471 jobs.

Under this alternative, no impacts would be reduced compared to the Proposed Project. In fact, impacts related to aesthetics, air quality (construction and operations), geology and soils, GHG emissions, hydrology and water quality, land use and planning, noise (construction and operations), population and housing, public services, recreation, transportation and traffic and utilities and service systems would be greater. Impacts related to cultural resources and hazards and hazardous materials would be similar. Additionally, significant and unavoidable impacts associated with construction- and operational related air quality, construction-related noise, and GHG emissions would not be eliminated under this alternative.

The No Project/Existing Zoning Alternative may achieve some of the Proposed Project's guiding principles; however, those that it may achieve, it would not achieve them to the degree of the Proposed Project. This alternative would not enhance mobility and complete streets (Guiding Principle No. 1); improve safety and wellness through the use of well-designed streets and connections (Guiding Principle No. 2); create a sustainable future through decreased automobile reliance and urban heat-island effect (Guiding Principle No. 3); support new infrastructure and amenities to create an enjoyable place to live and work (Guiding Principle No. 4); or strengthen coordination efforts and ties with the communities' residents, businesses, and property owners (Guiding Principle No. 5). Future development under this alternative would occur in accordance with existing zoning designation of the Project Site and would not include the many benefits that would be provided under the Proposed Project, including complete streets and improved health and wellness.

**Finding:** This alternative would not reduce any impacts compared to the Proposed Project; and many impacts of this alternative would be increased compared to the Proposed Project. Significant and unavoidable impacts associated with construction- and operational related air quality, construction-related noise, and GHG emissions would not be eliminated under this alternative. This alternative may achieve some of the Proposed Project's guiding principles but to a lower degree than the project would; and would not achieve other guiding principles at all. For these reasons, the City rejects this alternative.

#### **Reduced Intensity/Density Alternative**

Under the Reduced Intensity/Density Alternative, development in the Project Site would occur at much lower intensities and would focus residential growth in the Transit Node Districts. A comparison of overall buildout summaries of the Proposed Project and the Reduced Intensity/Density Alternative is provided in Table 7-1, *Build-out Statistical Summary*, of the DEIR. As shown in this table, development under this alternative compared to the Proposed Project would be reduced by 900 dwelling units and 650,000 square feet of commercial/employment uses; population and employment numbers would also decrease under this alternative. More specifically, buildout of the Medical District would be reduced by 300 units; Corridor District 2 would be reduced by 300 units and 100,000 square feet of commercial/employment uses; Transit Node District 5 would be reduced by 300 units and 350,000 square feet of commercial/employment uses; and Transit Node Districts 6 and 7 would each be reduced by 100,000 square feet of commercial/employment uses. The areas outside the Midtown Specific Plan Area would have the same buildout potential as the Proposed Project.



This alternative would reduce impacts related to aesthetics, air quality (construction and operation), geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise (construction and operation), public services, recreation, transportation and traffic, and utilities and service systems. Impacts would be similar for cultural resources, land use and planning, and population and housing. However, significant and unavoidable impacts associated with construction- and operational related air quality, construction-related noise, and GHG emissions would not be eliminated under this alternative.

Under the Reduced Intensity/Density Alternative, most of the Proposed Project's guiding principles would be achieved. The guiding principles that would be met include enhanced mobility and complete streets (Guiding Principle No. 1); create a healthy, safe, and connected urban neighborhoods along Long Beach Boulevard (Guiding Principle No. 2); support a sustainable future by decreasing automobile reliance and the urban heat-island effect (Guiding Principle No. 3); and improve infrastructure and amenities (e.g. bike and pedestrian facilities, parklets, landscaping, etc.; Guiding Principle No. 4). However, the reduction in development capacity under this alternative would not be consistent with the ideas and plans presented in the Proposed Project, which were generated through close coordination with existing residents, businesses, property owners, and development communities (Guiding Principle No. 5).

**Finding:** This alternative would reduce many impacts compared to the Proposed Project. However, significant and unavoidable impacts associated with construction- and operational related air quality, construction-related noise, and GHG emissions would not be eliminated under this alternative. This alternative may achieve most of the Proposed Project's guiding principles; and would not achieve one of the guiding principles at all. For these reasons, the City rejects this alternative.

#### **Residential Focus Alternative**

Under the Residential Focus Alternative, new development would be predominantly residential and occur in the Corridor and Transit Node Districts of the Midtown Specific Plan area. It is assumed that the majority of new development would be single-use and would not contain a high percentage of mixed-use/nonresidential space. A comparison of overall buildout summaries of the Proposed Project and the Residential Focus Alternative is provided in Table 7-1, *Build-out Statistical Summary*, of the DEIR. As shown in this table, development under this alternative compared to the Proposed Project would be reduced by 300 dwelling units and nearly 800,000 square feet of commercial/employment uses; population and employment numbers would also decrease under this alternative. More specifically, the Medical District would be reduced by 300 dwelling units; Transit Node District 5 would be reduced by 600,000 square feet of commercial/employment uses; and Transit Node Districts 6 and 7 would each be reduced by 100,000 square feet of commercial/employment uses. All other Midtown Specific Plan districts and the two areas outside the Midtown Specific Plan area would have the same buildout potential as the Proposed Project.

Under this alternative, impacts to aesthetics, air quality (construction and operation), geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise (construction and operation), population and housing, public services, recreation, transportation and traffic, and utilities and service systems would be reduced. Impacts related to cultural resources and land use and planning would be similar. However, significant and unavoidable impacts associated with construction- and operational related air quality, construction-related noise, and GHG emissions would not be eliminated under this alternative.

The Residential Focus Alternative would be able to achieve a majority of the project objectives. Similar to the Proposed Project, this alternative would meet the Proposed Project's guiding principles related to mobility, complete streets, multimodal opportunities, and safety and health designs along the corridor (Guiding Principle's No. 1 and 2). Supporting infrastructure and amenities would also be provided to attract new development and create an enjoyable place to live, work, and visit (Guiding Principle No. 4). However, by substantially reducing the amount of commercial/employment uses in the Project Site and focusing more on residential development, this alternative may not be able to achieve as economically sustainable of a future as the Proposed Project would since employment and business opportunities would be greatly reduced (Guiding Principle No. 3). In addition, a residential-focused alternative would not be consistent with the ideas and plans generated by the existing community related to development and improvements with Long Beach Memorial and other medical facilities within and surrounding the Medical District (Guiding Principle No. 5).

**Finding:** This alternative would reduce many impacts compared to the Proposed Project. However, significant and unavoidable impacts associated with construction- and operational related air quality, construction-related noise, and GHG emissions would not be eliminated under this alternative. This alternative may achieve many of the Proposed Project's guiding principles; and would not achieve two of the guiding principles at all. For these reasons, the City rejects this alternative.

STATEMENT OF OVERRIDING CONSIDERATIONS  
FOR THE MIDTOWN SPECIFIC PLAN  
FINAL ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE NO. 2015031034

Exhibit B

Pursuant to Public Resources Code Section 21081(b) and the Guidelines Section 15093, the City has balanced the benefits of the Proposed Project against the following unavoidable adverse impacts associated with the project and has adopted all feasible mitigation measures with respect to these impacts: (1) Air Quality, (2) Greenhouse Gas Emissions, and (3) Noise. The City also has examined alternatives to the Proposed Project, none of which both meet the project objectives and is environmentally preferable to the Proposed Project.

Regarding a Statement of Overriding Considerations, Guidelines Section 15093 provides:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

**A. Background**

CEQA requires decision makers to balance the benefits of the Proposed Project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse effects, those effects may be considered "acceptable" (State CEQA Guidelines Section 15093[a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the FEIR or elsewhere in the administrative record (State CEQA Guidelines Section 15093 [b]). The agency's statement is referred to as a Statement of Overriding Considerations.

The following sections provide a description of each of the Proposed Project's significant and unavoidable adverse impacts and the justification for adopting a Statement of Overriding Considerations.

## **B. Significant and Unavoidable Adverse Impacts**

The following adverse impacts of the Proposed Project are considered significant, unavoidable, and adverse based on the DEIR, FEIR, Mitigation Monitoring and Reporting Program, and the findings discussed in Section II, *Findings and Facts Regarding Impacts*, of this document.

### **1. Air Quality**

The Proposed Project would generate short-term emissions that exceed the South Coast Air Quality Management District's regional construction significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin.

The Proposed Project would generate long-term emissions that exceed the South Coast Air Quality Management District's regional operational significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin.

Construction activities related to the buildout of the Proposed Project could expose sensitive receptors to substantial pollutant concentrations NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>.

The Proposed Project could site sensitive land uses in proximity to major air pollution sources.

The Proposed Project is a regionally significant project that would contribute to an increase in frequency or severity of air quality violations in the South Coast Air Basin and would conflict with the assumptions of the applicable Air Quality Management Plan.

### **2. Greenhouse Gas Emissions**

Buildout of the Proposed Project would result in a substantial increase in GHG emissions compared to existing conditions and would not meet the South Coast Air Quality Management District's Year 2035 Target efficiency metric of 2.4 MTCO<sub>2</sub>e/year/SP or the long-term GHG reduction goal under Executive Order S-3-05.

### **3. Noise**

Noise from construction activities from implementation of development projects under the Proposed Project could result in substantial impacts to sensitive receptors.

## **C. Consideration in Support of the Statement of Overriding Considerations**

After balancing the specific economic, legal, social, technological, and other benefits of the Proposed Project, the City of Long Beach has determined that the unavoidable adverse environmental impacts identified above may be considered "acceptable" due to the following specific considerations, which outweigh the unavoidable, adverse environmental impacts of the Proposed Project.

## **1. Implements Guiding Principles and Objectives Established for the Project**

The Proposed Project implements a vision shaped by the five following guiding principles supporting citywide efforts to increase non-motorized transportation, promote healthy living options, and work toward a more sustainable future:

**Enhanced Mobility and Complete Streets.** Long Beach Boulevard must evolve to prioritize and enhance the walkability of the corridor, improve mobility options for bicycles and transit riders, and preserve functionality of the corridor as a thoroughfare for automobiles. The addition of trees, landscape, furnishings, and bike lanes; improved pedestrian crossings; and small changes in travel lanes will enhance the public realm experience for all users.

**Safety and Wellness.** The physical environment plays a critical role in our community's overall health. Providing active and passive park spaces for urban neighborhoods along Long Beach Boulevard is critical to improve health and wellness. A well-designed street creates a safer and more appealing setting for families, bicyclists, and others along the corridor. Additionally, the Plan proposes physical and programmatic connections between health-related institutions, park areas, and the public right-of-way.

**A Sustainable Future.** The City of Long Beach supports a sustainable future for its residents, its businesses, and the environment. The Midtown area should improve and develop in a sustainable manner by decreasing the reliance on automobiles, reducing the urban heat-island effect, and promoting a balance of jobs and housing.

**Supporting Urban Amenities.** The supporting amenities serving Midtown must be improved to stimulate reinvestment and attract new development. Midtown must be an enjoyable place to live and do business. Improvements and new development will seek out urban amenities such as attractive rights-of-way, safe and efficient bikeway and pedestrian facilities, parks and parklets, and landscaping enhancements.

**Working with and for the Community.** The ideas and plans presented in this specific plan were generated by close coordination with the existing resident, business, property owner, and development communities. Working with and for the community does not stop after the adoption of the plan. This plan places special emphasis on coordinating public and private improvements and programming with Long Beach Memorial and other medical facilities in Midtown.

The City has two additional objectives for the Midtown Specific Plan:

**Flexibility:** The Midtown Specific Plan would provide the flexibility, innovative use of land resources and development, a variety of housing and other development types, and an equitable method of vehicular, public transit, pedestrian, and bicycle access for development of the Midtown Specific Plan area. The Midtown Specific Plan is also intended to be more flexible than conventional zoning to encourage new investment and development along the Long Beach Boulevard corridor.

**Establishes Plans, Policies, and Strategies for Implementation:** The Midtown Specific Plan would establish the necessary land use plan, development standards, regulations, design guidelines, infrastructure systems, and implementation strategies on which subsequent, project-related development activities would be founded.

## 2. Implements Specific Goals and Policies of the Long Beach General Plan

The City's General Plan sets forth the goals, policies, and directions the City will take in managing its future. It is the blueprint for development and a guide to achieving the long-term, citywide vision. The City's General Plan sets seven interrelated goals:

- Increased mobility
- Affordable housing
- Reduction in greenhouse gas emissions
- Enhanced quality of life
- Compact and transit-oriented development
- Improved water quality
- Walkable neighborhoods and districts

These goals have been integrated into the Midtown Specific Plan and are discussed in relation to the three elements— Land Use, Mobility and Housing—that have the greatest influence in guiding the vision and goals of the Midtown Specific Plan.

For example, the General Plan 2035 Mobility Element outlines the vision, goals, policies, and implementation measures required to improve and enhance the City's local and regional transportation system, which includes the Long Beach Boulevard corridor. The Midtown Specific Plan and Mobility Element are consistent in their values and vision relative to circulation. Creating an efficient, balanced, multimodal mobility network is a priority for both plans. Specifically, the mobility and streetscape plan for the Midtown Specific Plan is guided by the City's General Plan Mobility Element. Although Long Beach Boulevard is already a multi-modal corridor, the mobility and streetscape plan of the Midtown Specific Plan puts an emphasis on integrating autos, public transit, bicycles, and pedestrians into a complete street. The complete streets network for the Midtown Specific Plan area consists of four types of facilities— pedestrian, bicycle, vehicular, and public transit. Synchronizing traffic signals, reconfiguring streets and freeway ramps, and applying a context-sensitive approach to balance the mobility system along Long Beach Boulevard are just a few of the strategies that will help to create a safe and enjoyable area for all users of the corridor. Implementation of the mobility and streetscape plan would also include improvements to Long Beach Boulevard and its cross-streets (e.g., Spring Street, Willow Street, and Pacific Coast Highway). The updated street designs for the Midtown Specific Plan area combine the existing amenities along the corridor with new features such as additional bike lanes, wider sidewalks, new street lighting, landscaping buffers, and improved intersection crossings.

Additionally, the General Plan Housing Element is a tool to guide the City in planning for present and future housing needs, including strategies and programs to improve development regulations and accommodate future growth targets for housing affordable to all household incomes. The Midtown Specific Plan promotes the economic and aesthetic revitalization of Long Beach Boulevard, including infill residential development projects. It promotes a mix of uses and levels of residential intensity that benefit from existing and future mobility options. Higher density residential uses in within the Midtown Specific Plan area could also be used to address lower income housing needs.

The City's General Plan also introduces the concept of place types and identifies strategies to improve Long Beach neighborhoods, for which the Midtown Specific Plan would accomplish for the neighborhoods found along the portion of Long Beach Boulevard within the Midtown Specific Plan area. Additionally, the General

Plan Land Use Element identifies Long Beach Boulevard as one of the targeted change areas; the Midtown Specific Plan would help implement the changes envisioned for the portion of Long Beach Boulevard within the Midtown Specific Plan area.

Furthermore, the Land Use Element identifies activity centers throughout the City, which are defined in the the Element as places where concentrations of human activities are found. Included among the activities in the definition are employment, shopping, and recreation. Activity centers provide identification, character, interest, vitality, and economic health to the City and its many parts. Long Beach Boulevard, a major north-south corridor, is designated in the Land Use Element as one of various activity centers in the City. As stated in the Land Use Element, "A detailed corridor plan is needed for Long Beach Boulevard." The Land Use Element also states that land uses along Long Beach Boulevard between 7th Street and Willow Street should enhance the image of this key boulevard as one of the most important in the City. The Midtown Specific Plan would accomplish these key goals of the Land Use Element, as it would essentially serve as the detailed corridor plan for the portion of Long Beach Boulevard within the Midtown Specific Plan area of the Project Site. Through the objectives, land use plan, development standards, and design guidelines of the Midtown Specific Plan, the image of Long Beach Boulevard would be enhanced.

### **3. Consistent with the Sustainable Communities Strategy**

The Proposed Project would further the Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) goals because it would increase land use intensity along one of the City's major transportation corridors and adjacent to/within proximity of a major medical institution and employer (Long Beach Memorial). The Midtown Specific Plan is a mixed-use, transit-oriented development; it would help ensure a sustainable transportation system and help maximize the productivity of the transportation system. For example, project implementation would lead to the development of an improved vehicular, public transit, bicycle, and pedestrian circulation system throughout the Midtown Specific Plan area and its surroundings. The existing and proposed improvements to the nonvehicular modes of transportation (e.g., sidewalks, bicycle facilities) would provide convenient, efficient, and safe access to uses within the Midtown Specific Plan area as well as to offsite destinations. The Midtown Specific Plan also outlines bicycle parking and facility requirements for residential and nonresidential uses.

Additionally, the Midtown Specific Plan recognizes the importance of Metro Blue Line's Willow Station, which falls within the boundaries of the Midtown Specific Plan area, as a multi-modal transit hub along the Long Beach Boulevard corridor. The goals and vision for the Midtown Specific Plan are consistent with the access and onsite improvements in and leading to the Willow Station. The design guidelines and development standards contained in the Midtown Specific Plan would be used for improving signage, landscaping, bike racks, and other furnishings for the area associated with the Willow Station.

Furthermore, the Midtown Specific Plan is designed to create a sustainable, urban neighborhood focused on providing a blend of parks, strong businesses, and transit-oriented housing, as well as a wide range of multi-modal transportation practices. The Midtown Specific Plan also outlines five guiding principles that accompany the vision to guide future development and improvements that would occur within the Midtown Specific Plan area and support citywide efforts to increase non-motorized transportation, promote healthy living options, and work toward a more sustainable future. For example, one of the guiding principles calls for the Midtown Specific Plan area to improve and develop in a sustainable manner by decreasing the reliance

on automobiles, reducing the urban heat-island effect, and promoting a balance of jobs and housing. The guiding principles, development standards, and design guidelines within the Midtown Specific Plan also implement the pillars of sustainability for the Midtown Specific Plan area, as well as promote the development of green buildings, streets, and public spaces, all of which would contribute to a sustainable neighborhood.

#### **4. Provides for Needed Jobs and Housing**

In comparison to the Los Angeles County jobs-housing ratio, the City of Long Beach is considered housing-rich because of the higher number of dwelling units compared to jobs. Even with implementation of the Proposed Project, the City would continue to be housing-rich. However, the Proposed Project would result in an increase of just under 2,800 new jobs within the Specific Plan area via the development of approximately 369,000 square feet of commercial and employment uses, and would therefore provide for additional jobs in the City.

Additionally, as noted above, the Midtown Specific Plan is consistent with the City's and SCAG goals to provide additional housing opportunities in Long Beach. The additional housing units (type and number of) permitted under the Midtown Specific Plan would provide a substantial opportunity to provide affordable housing units in Long Beach consistent with the goals and policies of the City's Housing Element. For example, as stated in Chapter 7 (Administration and Implementation) of the Midtown Specific Plan, the higher density residential uses within the Midtown Specific Plan area could be used to address lower income housing needs.

#### **5. Improves Quality of Life and the Physical Environment**

Although buildout of the Specific Plan area would result in significant environmental impacts related to air quality, GHG emissions and noise, the Midtown Specific Plan encourages and promotes more environmentally sustainable development and reduced vehicle miles traveled than would otherwise result in the Specific Plan area. Implementation of the Proposed Project would improve Long Beach Boulevard and its cross-streets in order to create a robust multimodal corridor that accommodates the movement of vehicular traffic through the City and region as well as other modes of travel. The Midtown Specific Plan also encourages bicycle and pedestrian safety along the corridor by improving the existing sidewalk system along the corridor and creating efficient connections to the regional bicycle network. Infrastructure improvements would maintain the same rights-of-way and number of travel lanes on the affected roadways. These improvements would result due to the promotion of transit alternatives reducing vehicle miles traveled and encourage walkability and bicycling by improving pedestrian and cyclist safety.

#### **6. Provides for Public Improvements and Infrastructure**

The Midtown Specific Plan would result in various public improvements that would enhance the aesthetics of the Specific Plan area. For example, the Midtown Specific Plan proposes implementation of 11 vehicular street closures to create parklets along Long Beach Boulevard, which would not only improve pedestrian and bicycle safety, encourage pedestrian and bicycle mobility, and provide for much needed open space for communities along Long Beach Boulevard, but also help provide visual relief in this highly urbanized area of the City.



Areas surrounding the existing Metro Blue Line stations in the Transit Node District of the Specific Plan area would experience the greatest amount of transition to take advantage of the transit opportunities and become compatible with the evolving built environment. Concentrating development intensity near the Metro Blue Line stations would help revitalize the commercial-corridor character of Long Beach Boulevard and reinvigorate business investment in the community while also improving the visual quality of the Midtown Specific Plan area by developing new and renovated buildings with a high level of architectural design and quality. In addition, transit-oriented development would enhance safety and mobility to help create complete streets for pedestrians, bicyclists, and transit users.

Onsite infrastructure would also be improved as individual properties within the Midtown Specific Plan area are developed. The individual onsite storm drain systems would be designed to safely collect and convey the 100-year flood while protecting all proposed buildings, structures, and public safety. As part of the water and wastewater infrastructure improvements that would be accommodated under individual development projects, the water system for this area of the City would be updated to confirm pipe sizing, flows, pressure, and flow duration (i.e., fire flow protection) prior to the approval of individual projects. Upgraded sewer mains would also be installed in certain areas. Proposed improvements associated with the Midtown Specific Plan would be funded and implemented by the individual developers/applicants to ensure infrastructure can meet the needs of the proposed development project.

#### **D. Conclusion**

For the foregoing reasons, the City of Long Beach concludes that the Midtown Specific Plan will result in a beneficial mix of residential, commercial, office, institutional, medical, and recreation uses in a mixed-use environment providing significant housing and transportation benefits of local and regional significance, as well as various public improvements. The City of Long Beach has balanced the project's benefits against the project's significant unavoidable impacts. The City finds that the project's benefits outweigh the project's significant unavoidable impacts, and those impacts, therefore, are considered acceptable in light of the project's benefits. The City finds that each of the benefits described above is an overriding consideration, independent of the other benefits, that warrants approval of the project notwithstanding the project's significant unavoidable impacts.

# EXHIBIT C

March 2016 | Mitigation Monitoring and Reporting Program

## Midtown Specific Plan for City of Long Beach

*Prepared for:*

**City of Long Beach**

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## Mitigation Monitoring and Reporting Program

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## Mitigation Monitoring and Reporting Program

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# 1. Introduction

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## 1.1 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been developed to provide a vehicle to monitor mitigation measures and conditions of approval outlined in the Final Environmental Impact Report. The MMRP has been prepared in conformance with Section 21081.6 of the Public Resources Code and City of Long Beach monitoring requirements. Section 21081.6 states:

(a) When making the findings required by paragraph (1) of subdivision subsection (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:

(1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

(2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

(b) A public agency shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other public project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.

(c) Prior to the close of the public review period for a draft environmental impact report or mitigated negative declaration, a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the lead agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or refer the lead agency to appropriate, readily available guidelines or reference documents. Any mitigation measures

## Mitigation Monitoring and Reporting Program

submitted to a lead agency by a responsible agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures which mitigate impacts to resources which are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a responsible agency or agency having jurisdiction over natural resources affected by a project with that requirement shall not limit the authority of the responsible agency or agency having jurisdiction over natural resources affected by a project, or the authority of the lead agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

The MMRP will serve to document compliance with adopted/certified mitigation measures that are formulated to minimize impacts associated with future development that would be accommodated by the Midtown Specific Plan.

### 1.2 PROJECT SUMMARY

The project consists of two areas along Long Beach Boulevard totaling 373 acres, generally situated north of Anaheim Street, east of Pacific Avenue, west of Atlantic Avenue, and south of Wardlow Road: 1) the Midtown Specific Plan area spanning approximately 369 acres from Anaheim Street on the south to Wardlow Road on the north and 2) an area outside of, but adjacent to the Midtown Specific Plan boundary, which consist of approximately 4 acres around Officer Black Park (west of Pasadena Avenue between 21st Street and 20th Street). Both of these areas make up the overall Project Site and constitute the Proposed Project for purposes of CEQA, but are described separately below. Also for purposes of CEQA, the Proposed Project analyzed in the DEIR consists of adoption of the Midtown Specific Plan and extraction of the two residential blocks around Officer Black Park from PD-29 and retention of the underlying conventional zoning designations already in place for these two residential blocks.

In addition to development that would occur within these areas of the Project Site, the Proposed Project includes closure of the following roadway segments to vehicular traffic in order to create parklets (small street parks): 25th Street west of Long Beach Boulevard; 25th Street east of Long Beach Boulevard; 23rd Street west of Long Beach Boulevard; 23rd Street east of Long Beach Boulevard; 21st Street west of Long Beach Boulevard; 21st Street east of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach Boulevard; 15th Street west of Long Beach Boulevard; 15th Street east of Long Beach Boulevard; and 14th Street east of Long Beach Boulevard.

#### Midtown Specific Plan Area

The Midtown Specific Plan provides a framework for the development and improvement of a 369-acre corridor along Long Beach Boulevard. The Specific Plan acts as a bridge between the Long Beach General Plan and development that would occur within the Midtown Specific Plan area. The Midtown Specific Plan area currently contains approximately 1,900 residential units and a little over 2.6 million square feet of commercial and employment uses, as well as medical facilities with over 950 licensed hospital beds and three hotels with approximately 200 hotel rooms. The Midtown Specific Plan would increase the number of permitted residential units to just over 3,600 units—approximately 1,700 more than existing conditions but about 2,200 less than would be allowed under the current PD-29 zoning.

## Mitigation Monitoring and Reporting Program

The Midtown Specific Plan would also increase potential commercial and employment building square footage to just over 2.9 million square feet (a net increase of almost 369,000 square feet over existing conditions), concentrating and intensifying development at key transit and employment nodes. The buildout projections also assume a small increase in the number of licensed hospital beds (27 beds) and the addition of a business hotel with up to 81 hotel rooms.

### **Area Outside the Midtown Specific Plan**

As stated above, the Proposed Project includes an area outside of, but adjacent to the Midtown Specific Plan boundary: the area comprises approximately 4 acres around Officer Black Park, west of Pasadena Avenue between 21st Street and 20th Street. Existing land uses within this area consists of 76 dwelling units and 11,346 square feet associated with the existing church; this area also contains Office Black Park.

Under the Proposed Project, the two residential blocks around Officer Black Park would be extracted from PD 29 and retain its underlying conventional zoning designations, which include Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). The proposed extraction would not require an amendment to the City's zoning map, as the underlying conventional zoning designations are already in place. With the exception of the zoning designation revisions that would be undertaken, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain.

### **Overall Development for Proposed Project (Midtown Specific Plan and Area Outside the Midtown Specific Plan)**

The overall Project Site contains just under 2,000 residential units and approximately 2.6 million square feet of commercial and employment uses, along with just over 950 licensed hospital beds and almost 200 hotel rooms. The Proposed Project would increase the number of permitted residential units to a little under 3,700 dwelling units—roughly 1,700 more than existing conditions. The Proposed Project also increases potential commercial and employment building square footage to approximately 3 million square feet (a net increase of approximately 369,000 square feet over existing conditions), concentrating and intensifying development at key transit, employment, and freeway nodes. The buildout projections also assume a small increase in the number of licensed hospital beds (27 beds) and the addition of a business hotel with up to 81 hotel rooms. The commercial and employment square footage would be substantially less under the Proposed Project compared to what would be allowed under the current PD-29 and conventional zoning, as would the number of dwelling units.

## **1.3 PROJECT LOCATION**

The City of Long Beach is in southern Los Angeles County, approximately 20 miles south of downtown Los Angeles and borders Orange County on its eastern edge. The Project Site (generally situated east of Pacific Avenue, west of Atlantic Avenue, north of Anaheim Street, and south of Wardlow Road) is a corridor along Long Beach Boulevard just north of downtown Long Beach and consists of two areas: the Midtown Specific Plan area and an area outside of, but adjacent to the Midtown Specific Plan. The Midtown Specific Plan area spans approximately 369 acres from Anaheim Street to Wardlow Road along Long Beach Boulevard. The area

## Mitigation Monitoring and Reporting Program

outside the Midtown Specific Plan covers approximately 4 acres around Officer Black Park (west of Pasadena Avenue between 21st Street and 20th Street). Both areas make up the Project Site and together, comprise 373 acres spanning from Anaheim Street to Wardlow Road.

The eastern and western boundaries of the Project Site range from 300 feet at midblock locations to a quarter mile at transit nodes and north of Willow Street. Interstate 405 (I-405) intersects the northern half of the Project Site, and California State Route 1 (SR-1; also known as Pacific Coast Highway) runs perpendicular through the lower half of the Project Site.

### **1.4 MITIGATION MONITORING PROGRAM ORGANIZATION**

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the DEIR, specifications are made herein that identify the action required and the monitoring and reporting that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the MMRP. To effectively track and document the status of mitigation measures, a mitigation matrix has been prepared (see Table 1).



## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

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<p><b>5.2 AIR QUALITY</b></p> <p><b>AQ-1</b> Applicants for new development projects within the Midtown Specific Plan area shall require the construction contractor to use equipment that meets the United States Environmental Protection Agency (EPA)-Certified emissions standards. All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by the California Air Resources Board's regulations.</p> <p>Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 4 or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Long Beach Building Official or their designee. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.</p>	<p>Prior to and during construction activities</p>	<p>Project Applicant, Engineer and Construction Contractor</p>	<p>Long Beach Development Services Department</p>	<p>Long Beach Development Services Department</p>		
<p><b>AQ-2</b> Applicants for new development projects within the Midtown Specific Plan area shall require the construction contractor to prepare a dust control plan and implement the following measures during ground-disturbing activities in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District (SCAQMD) Rule 403 to further reduce PM<sub>10</sub> and PM<sub>2.5</sub> emissions. The City of Long Beach Building Official or their designee shall verify compliance that these measures have been implemented during normal construction site inspections.</p>	<p>During ground-disturbing activities</p>	<p>Project Applicant and Construction Contractor</p>	<p>Long Beach Development Services Department</p>	<p>Long Beach Development Services Department</p>		

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<ul style="list-style-type: none"> <li>Following all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering.</li> <li>During all construction activities, the construction contractor shall sweep streets with SCAQMD Rule 1186-compliant, PM10-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.</li> <li>During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and tarp materials with a fabric cover or other cover that achieves the same amount of protection.</li> <li>During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day.</li> <li>During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.</li> </ul>	During construction activities	Project Applicant and Construction Contractor	Long Beach Development Services Department	Long Beach Development Services Department		
<p>AQ-3 Applicants for new development projects within the Midtown Specific Plan area shall require the construction contractor to use coatings and solvents with a volatile organic compound (VOC) content lower than required under South Coast Air Quality Management District Rule 1113 (i.e., super compliant paints). The construction contractor shall also use pre-coated/natural-colored building materials, where feasible. Use of low-VOC paints and spray method shall be included as a note on architectural building plans and verified by the City of Long Beach Building Official or their designee during construction.</p>						

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AQ-4	<p>Prior to issuance of a building permit for new development projects within the Midtown Specific Plan area, the property owner/developer shall show on the building plans that all major appliances (dishwashers, refrigerators, clothes washers, and dryers) to be provided/installed are Energy Star appliances. Installation of Energy Star appliances shall be verified by the City of Long Beach Building and Safety Bureau prior to issuance of a certificate of occupancy.</p>	Prior to the issuance of building permits	Property Owner/ Developer	Long Beach Development Services Department	Long Beach Development Services Department		
AQ-5	<p>Prior to issuance of building permits for non-residential development projects within the Midtown Specific Plan area, the property owner/developer shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Long Beach Building and Safety Bureau prior to issuance of a certificate of occupancy.</p> <ul style="list-style-type: none"> <li>For buildings with more than ten tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the CALGreen Code.</li> <li>Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code.</li> <li>Facilities shall be installed to support future electric vehicle charging at each non-residential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.</li> </ul>	Prior to the issuance of building permits	Property Owner/ Developer	Long Beach Development Services Department	Long Beach Development Services Department		

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<p>AQ-6 Prior to issuance of building permits for development projects within the Midtown Specific Plan area that include sensitive uses (e.g., residential, day care centers), within the distances identified by the California Air Resources Board's (CARB) Air Quality and Land Use Handbook, the property owner/developer shall submit a health risk assessment (HRA) to the City of Long Beach Planning Bureau. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHA) and the South Coast Air Quality Management District (SCAQMD).</p> <p>If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05) or the appropriate noncancer hazard index exceeds 1.0, the following is required prior to issuance of building permits:</p> <ul style="list-style-type: none"> <li>• The HRA shall identify the level of high-efficiency Minimum Efficiency Reporting Value (MERV) filter required to reduce indoor air concentrations of pollutants to achieve the cancer and/or noncancer threshold.</li> <li>• Installation of high efficiency MERV filters in the intake of residential ventilation systems consistent with the recommendations of the HRA, shall be shown on plans. Heating, air conditioning, and ventilation (HVAC) systems shall be installed with a fan unit designed to force air through the MERV filter.</li> <li>• To ensure long-term maintenance and replacement of the MERV filters in the individual units, the property owner/developer shall record a covenant on the property that requires ongoing implementation of the actions below. The form of the covenant shall be approved by the Long Beach City Attorney's Office prior to recordation.</li> <li>• The property owner/developer shall provide notification to all future tenants or owners of the potential health risk for affected</li> </ul>	<p>Prior to the issuance of building permits</p>	<p>Property Owner/ Developer</p>	<p>Long Beach Development Services Department</p>	<p>Long Beach Development Services Department</p>		

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<p>units and the increased risk of exposure to diesel particulates when windows are open.</p> <ul style="list-style-type: none"> <li>For rental units, the property owner/developer shall maintain and replace MERV filters in accordance with the manufacturer's recommendations.</li> <li>For ownership units, the Homeowner's Association shall incorporate requirements for long-term maintenance in the Covenant Conditions and Restrictions and inform homeowners of their responsibility to maintain the MERV filter in accordance with the manufacturer's recommendations.</li> </ul>						
<b>5.3 CULTURAL RESOURCES</b>						
<p>CUL-1 Future development or redevelopment projects on any of the properties listed in Table 5.3-2 (List of Properties in the Midtown Specific Plan Area Recommended for Future Evaluation) of the Midtown Specific Plan EIR (SCH No. 2015031034) shall require that an intensive-level historical evaluation of the property be conducted by the property owner or project applicant/developer; the evaluation shall be conducted in accordance with all applicable federal, state and local guidelines for evaluating historical resources. If based on the evaluation of the property it is determined that the proposed development or redevelopment project will have a substantial adverse effect on a historical resource (i.e. it would reduce its integrity to the point that it would no longer be eligible for inclusion in the California Register of Historical Resources or in the list of Long Beach Landmarks), then the provisions of Mitigation Measure CUL-2 shall be implemented by the property owner or project applicant/developer to eliminate or reduce the project's impact on historical resources.</p>	Prior to any development or redevelopment activities	Property Owner or Project Applicant/ Developer	Long Beach Development Services Department	Long Beach Development Services Department		

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CUL-2	<p>If based on the intensive-level historical evaluation of a property listed in Table 5.3-2 (List of Properties in the Midtown Specific Plan Area Recommended for Future Evaluation) of the Midtown Specific Plan EIR, as required under Mitigation Measure CUL-1, it is determined that the proposed development or redevelopment project will have a substantial adverse effect on a historical resource, the City of Long Beach shall require the property owner or project applicant/developer to implement the following measures:</p> <p><b>A. Rehabilitation According to the Secretary of the Interior's Standards</b></p> <ol style="list-style-type: none"> <li>1. If the proposed project includes renovation, alteration, or an addition to an historical resource (not including total demolition), then the property owner or project applicant/developer shall first seek to design all proposed renovation, alterations or additions to the historical resource in a manner that is consistent with the Secretary of the Interior's Standards for Rehabilitation (Standards) found at: <a href="http://www.nps.gov/tps/standards/rehabilitation/rehab/stand.htm">http://www.nps.gov/tps/standards/rehabilitation/rehab/stand.htm</a>. <ol style="list-style-type: none"> <li>a. Plans for rehabilitation shall be created under the supervision of a professional meeting the Department of Interior's Professional Qualifications Standards in Architectural History or Historic Architecture and be designed by a licensed architect with demonstrated historic preservation experience.</li> <li>b. Plans shall be reviewed in the schematic design phase prior to any construction work, as well as in the 60 and 90 percent construction documents phases for compliance with the Standards by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience with the Standards compliance reviews.</li> <li>c. The qualified historic preservation professional reviewing the plans shall create a technical memo at each phase and</li> </ol> </li> </ol>	<p>Prior to any disturbance of a historical resource, as determined by the intensive-level historical evaluation of a property</p>	<p>Property Owner or Project Applicant/ Developer</p>	<p>Long Beach Development Services Department</p>	<p>Long Beach Development Services Department</p>		

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<p>submit the memo to the City of Long Beach Development Services Department for concurrence.</p> <p>d. At the discretion of the City, a detailed character-defining features analysis and/or historical resource treatment plan may need to be prepared for select historical resources by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards if the nature of the project or the significance of the property warrants such detailed analysis.</p> <p>e. A qualified historic preservation professional shall monitor construction activities at key milestones to ensure the work to be conducted complies with the Standards. The milestones shall be agreed upon in advance by the City and property owner or project applicant/developer.</p> <p>f. City staff and the qualified historic preservation professional shall review the finished rehabilitation/renovation in person upon completion.</p> <p>g. In the event that any historical resource(s) are leased to third-party tenants and tenant improvements will be made, all of the terms of this stipulation shall be disclosed in the lease agreements, agreed upon in writing, and mutually enforced by the property owner or project applicant/developer and the City. The tenants shall not be permitted to conduct work that does not comply with the Standards.</p> <p><b>B. Retention/On-Site Relocation- For Proposed Demolition</b></p> <ol style="list-style-type: none"> <li>1. If the proposed project includes total demolition of a historical resource, the property owner or project applicant/developer shall first consider an alternative that retains the historical resource and incorporates it into the overall project development as an adaptive re-use of the building, as determined feasible.</li> <li>2. If the project site permits, the historical resource should be relocated to another location on the site and the resource should</li> </ol>						

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<p>be re-incorporated into the overall project, as determined feasible.</p> <p>3. If the City determines that retention/onsite relocation of the historical resource is not feasible through a credible feasibility study, then the City shall elect to allow the property owner or project applicant/developer to move forward with the development/redevelopment project; however, all other requirements outlined in this mitigation measure shall apply.</p> <p><b>C. Third Party Sale</b></p> <p>1. If the City determines that retention or onsite relocation of the historical resource is not feasible, then the property owner or project applicant/developer shall offer any historical resources scheduled for demolition to the public for sale and offsite relocation by a third party:</p> <p>a. The historic resource(s) shall be advertised by the property owner or project applicant/developer at a minimum in the following locations: project applicant's/developer's website (if applicable); City of Long Beach website; Los Angeles Times website and print editions; Long Beach Press Telegram.</p> <p>b. The bidding period shall remain open for 60 days after the date of advertisement to allow adequate response time from interested parties.</p> <p>c. Qualified parties shall meet the following minimum qualifications to be considered a realistic buyer: possess adequate financial resources to relocate and rehabilitate the historical resource(s); possess an available location for the historical resource(s); and provide for a new use for the historical resource(s).</p> <p>d. The City shall approve the qualified buyer. If no such buyer comes forward within the allotted time frame, the City shall elect to issue a demolition permit for the historical resource.</p>						



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<p>However, all other requirements outlined in this mitigation measure shall apply.</p> <p><b>D. Recordation</b></p> <p>1. The property owner or project applicant/developer shall create HABS-like Level II documentation prepared in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. Information on the Standards and Guidelines is available at the following links:  <a href="http://www.nps.gov/history/local-Haw/arch_stnds_6.htm">http://www.nps.gov/history/local-Haw/arch_stnds_6.htm</a>.  <a href="http://www.nps.gov/history/hdp/standards/index.htm">http://www.nps.gov/history/hdp/standards/index.htm</a>.</p> <p>a. Photographs with large-format (4 inches by 5 inches or larger), black and white negatives of the property as a whole shall be provided; photocopies with large format negatives of select existing drawings, site plans, or historic views where available. A minimum of 12 views showing context and relationship of historical resources to each other shall be provided; aerial views showing the whole property shall also be provided.</p> <p>b. Written historical descriptive data, index to photographs, and photo key plan shall be provided.</p> <p>c. The above items shall be created by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience in creating HABS Level II documentation.</p> <p>d. The above items shall be created prior to any demolition or relocation work.</p> <p>e. The above items shall be distributed to the following repositories for use by future researchers and educators. Before submitting any documents, each of the following repositories shall be contacted to ensure that they are willing and able to accept the items: City of Long Beach Public Library; Long Beach Historical Society; Los Angeles Public</p>						

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<p>Library, South Central Coastal Information Center at California State University, Fullerton; and City of Long Beach Development Services Department (building files).</p> <p><b>E. Salvage and Reuse</b></p> <p>1. If offsite relocation of the historical resource by a third party is not accomplished, the property owner or project applicant/developer shall create a salvage and reuse plan identifying elements and materials of the resource that can be saved prior to any demolition work.</p> <p>a. The salvage and reuse plan shall be included in bid documents prepared for the site and shall be created by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience in creating salvage and reuse plans.</p> <p>b. Elements and materials that may be salvageable include windows; doors; roof tiles; decorative elements; bricks, foundation materials, and/or paving materials; framing members; furniture; lighting; and flooring materials, such as tiles and hardwood.</p> <p>2. The property owner or project applicant/developer shall identify individuals, organizations, or businesses interested in receiving the salvaged items; these may include Habitat for Humanity Restore; other affordable housing organizations; or salvage yards. The following steps shall be taken by the property owner or project applicant/developer:</p> <p>a. Identification of the individuals, organizations, or businesses interested in receiving the salvaged items shall be completed in consultation with the City.</p> <p>b. Identification of the individuals, organizations, or businesses interested in receiving the salvaged items shall be accomplished by contacting potentially interested parties directly first.</p>						

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<p>c. Items to be salvaged shall be advertised in the following locations for a period of 60 days if none of the contacted parties are able to receive the items: Los Angeles Times and Long Beach Press Telegram.</p> <p>3. The property owner or project applicant/developer shall remove salvageable items in the gentlest, least destructive manner possible. Historic materials and features shall be protected by storing salvaged items in indoor, climate- and weather-controlled conditions until recipients can retrieve them. The removal of salvageable items shall be performed by a licensed contractor with demonstrated experience with implementing salvage and reuse plans.</p> <p><b>F. Other Optional Interpretive, Commemorative, or Educational Measures</b></p> <p>The City may also elect to require additional (optional) mitigation measures crafted in response to a specific historical resource's property type or significance, association with a specific historic person, or overall value to the community, as practical, so long as the measure is commensurate with the significance of the property and the level of impact to that resource. Such measures may include educational or interpretive programming; signage; incorporation of historical features into new developments or public art; contribution to a mitigation fund for future historic preservation efforts; written histories or contexts important to the public's understanding of the lost resource (presuming no other extant resource can interpret such significance); etc. The need for these additional measures shall be determined by the City on a case by case basis and incorporated into the conditions of approval for the project. Some measures may be made available to the public through museum displays, written reports at research repositories or made available through on- or offsite signage or existing online multi-media sites.</p>						

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<p><b>5.6 HAZARDS AND HAZARDOUS MATERIALS</b></p> <p>HAZ-1 Prior to the issuance of demolition permits for any buildings or structures that would be demolished in conjunction with individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant shall conduct the following inspections and assessments for all buildings and structures onsite and shall provide the City of Long Beach Development Services Department with a copy of the report of each investigation or assessment.</p> <ul style="list-style-type: none"> <li>The project applicant shall retain a California Certified Asbestos Consultant (CAC) to perform abatement project planning, monitoring (including air monitoring), oversight, and reporting of all asbestos-containing materials (ACM) encountered. The abatement, containment, and disposal of all ACM shall be conducted in accordance with the South Coast Air Quality Management District's Rule 1403 and California Code of Regulation Title 8, Section 1529 (Asbestos).</li> <li>The project applicant shall retain a licensed or certified lead inspector/assessor to conduct the abatement, containment, and disposal of all lead waste encountered. The contracted lead inspector/assessor shall be certified by the California Department of Public Health (CDPH). All lead abatement shall be performed by a CDPH-certified lead supervisor or a CDPH-certified worker under the direct supervision of a lead supervisor certified by CDPH. The abatement, containment, and disposal of all lead waste encountered shall be conducted in accordance with the US Occupational Safety and Health Administration Rule 29, CFR Part 1926, and California Code of Regulation, Title 8, Section 1532.1 (Lead).</li> <li>Evidence of the contracted professionals attained by the project applicant shall be provided to the City of Long Beach Development</li> </ul>	<p>Prior to the issuance of demolition permits</p>	<p>Project Applicant/ Developer</p>	<p>Long Beach Development Services Department</p>	<p>Long Beach Development Services Department</p>		

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HAZ-2	<p>Services Department. Additionally, contractors performing ACM and lead waste removal shall provide evidence of abatement activities to the City of Long Beach Building and Safety Bureau.</p> <p>Prior to the issuance of grading permits for individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant shall submit a Phase I Environmental Site Assessment (ESA) to identify environmental conditions of the development site and determine whether contamination is present. The Phase I ESA shall be prepared by a Registered Professional Engineer and in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527.05, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. If recognized environmental conditions related to soils are identified in the Phase I ESA, the project applicant shall perform soil sampling as a part of a Phase II ESA. If contamination is found at significant levels, the project applicant shall remediate all contaminated soils in accordance with state and local agency requirements (California Department of Toxic Substances Control, Regional Water Quality Control Board, Long Beach Fire Department, etc.). All contaminated soils and/or material encountered shall be disposed of at a regulated site and in accordance with applicable laws and regulations prior to the completion of grading. Prior to the issuance of building permits, a report documenting the completion, results, and any follow-up remediation on the recommendations, if any, shall be provided to the City of Long Beach Development Services Department evidencing that all site remediation activities have been completed.</p>	Prior to the issuance of grading permits	Project Applicant/ Developer	Long Beach Development Services	Long Beach Development Services		

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<p><b>5.7 HYDROLOGY AND WATER QUALITY</b></p> <p>HYD-1 Prior to the issuance of grading or building permits for any development or redevelopment projects pursuant to the Midtown Specific Plan, the City of Long Beach shall ensure that the following drainage improvements are fully funded for and implemented:</p> <ul style="list-style-type: none"> <li>Any development or redevelopment project that would impact existing storm drain facilities within the Midtown Specific Plan area (public and private) that is less than 24-inches in size shall fully fund upsizing of such facilities to a minimum 24-inch pipe size or greater dependent upon the location and size of the development or redevelopment project. The increase in pipe size will serve to reduce localized flooding.</li> <li>Any development or redevelopment project that would impact the two segments of City of Long Beach's storm drains in Willow Street for which improvements were recommended by the 2005 Master Plan of Drainage Update shall fully fund upsizing of those storm drain segments to 36 inches or other final size as prescribed by City of Long Beach Public Works Department.</li> </ul>	<p>Prior to the issuance of grading or building permits</p>	<p>Long Beach Development Services Department in coordination with Project Applicant/ Developer</p>	<p>Long Beach Development Services and Public Works Departments</p>	<p>Long Beach Development Services Department</p>		
<p>HYD-2 Prior to the issuance of grading or building permits for any development or redevelopment projects pursuant to the Midtown Specific Plan, project applicants/developers of such projects shall prepare a site-specific hydrology and hydraulic study of the onsite and immediate offsite storm drain systems to determine capacity and integrity of the existing systems. The hydrology and hydraulic study shall be submitted to City of Long Beach Public Works Department for review and approval.</p>	<p>Prior to the issuance of grading or building permits</p>	<p>Project Applicant/ Developer</p>	<p>Long Beach Development Services and Public Works Departments</p>	<p>Long Beach Development Services Department</p>		

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HYD-3	The project applicant/developer of each development or redevelopment project that would be accommodated by the Midtown Specific Plan shall request the "allowable discharge rate" – which limits peak flow discharges as compared to existing conditions based on regional flood control constraints – from the Los Angeles County Department of Public Works, and shall comply with such discharge rate. Compliance with the "allowable discharge rate" shall be demonstrated in the hydrology and hydraulic study to be completed pursuant to Mitigation Measure HYD-2.	Prior to the issuance of grading or building permits	Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		
HYD-4	The project applicant/developer, architect, and construction contractor for each development or redevelopment project that would be accommodated by the Midtown Specific Plan shall incorporate low-impact development (LID) best management practices (BMPs) within the respective project, providing for water quality treatment and runoff reduction and/or detention in accordance with local stormwater permit requirements.	Prior to the issuance of grading or building permits	Project Applicant/ Developer, Architect, and Construction Contractor	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		
<b>5.8 LAND USE AND PLANNING</b>							
LU-1	If the current General Plan Land Use Element update being undertaken by the City of Long Beach, which includes revisions to the land use designations of the current Land Use Map (including the area covered by the Midtown Specific Plan), is not adopted within 12 months after adoption of the Midtown Specific Plan, the City shall initiate a General Plan Amendment to achieve consistency between the General Plan Land Use Element and the Midtown Specific Plan. Specifically, the General Plan Amendment shall require an update to the current Land Use Map in order to change the current General Plan land use designations of the Midtown Specific Plan area to allow for uses and densities set forth in the Midtown Specific Plan. A future General Plan Amendment may also require revisions to tables and exhibits in the Mobility Element pertaining to roadway classifications and closures associated with the Midtown Specific Plan. The specific roadway closures under the Midtown Specific Plan	Within 12 months after adoption of the Midtown Specific Plan	Long Beach Development Services Department	Long Beach Development Services Department	Long Beach Development Services Department		

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<b>5.9 NOISE</b>							
N-1	<p>include 25th Street, 23rd Street, 21st Street, and 15th Street east and west of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach Boulevard; and 14th Street east of Long Beach Boulevard. Roadway amendments will be processed as the time of individual roadway character change projects.</p> <p>Prior to issuance of demolition, grading and/or building permits for development projects accommodated by the Midtown Specific Plan, a note shall be provided on development plans indicating that ongoing during grading, demolition, and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:</p> <ul style="list-style-type: none"> <li>• Construction activity is limited to the daytime hours between 7 AM to 7 PM on Monday through Friday and 9 AM to 6PM on Saturday, as prescribed in the City's Municipal Code. Construction is prohibited on Sundays.</li> <li>• All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers.</li> <li>• Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.</li> <li>• Stockpiling is located as far as feasible from nearby noise-sensitive receptors.</li> <li>• Construction traffic shall be limited to the haul routes established by the City of Long Beach.</li> </ul>	Prior to the issuance of demolition, grading and/or building permits	Project Applicant/ Developer and Architect	Long Beach Development Services Department	Long Beach Development Services Department		
N-2	<p>Prior to issuance of a building permit for any development project requiring pile driving or blasting during construction, the project applicant/developer shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. The maximum levels shall not exceed 0.2 inches/second, which is the level that can cause architectural damage</p>	Prior to the issuance of building permits	Project Applicant/ Developer	Long Beach Development Services Department	Long Beach Development Services Department		



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	Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
						Responsible Monitoring Party	Project Mitigation Monitor
N-3	<p>for typical residential construction. If maximum levels would exceed these thresholds, alternative uses such as static rollers, non-explosive blasting, and drilling piles as opposed to pile driving shall be used.</p> <p>Prior to the issuance of building permits for development projects accommodated by the Midtown Specific Plan, if proposed vibration-sensitive land uses are located within 200 feet of any railroad line, the property owner/developer shall retain an acoustical engineer to conduct an acoustic analysis that includes a vibration analysis for potential impacts from vibration generated by operation of the rail line. Mixed-use buildings shall be designed to eliminate vibration amplifications due to resonances of floors, walls, and ceilings. The detailed acoustical analysis shall be submitted to the City of Long Beach Development Services Department prior to issuance of building permits and shall demonstrate that the vibration levels would be below 65, 72, or 75 VdB, which are the Federal Transit Administration's rail-focused groundborne vibration criteria for Category 1, 2, and 3 land uses, respectively. Category 1 uses are buildings where vibration would interfere with interior operations; Category 2 uses are residences and buildings where people normally sleep; and Category 3 uses are institutional land uses with primarily daytime use.</p>	<p>Prior to the issuance of building permits</p>	<p>Property Owner/ Developer and Acoustical Engineer</p>	<p>Long Beach Development Services Department</p>	<p>Long Beach Development Services Department</p>		
N-4	<p>Prior to issuance of a building permit for projects involving the development of new industrial uses within 200 feet of any existing residential use or Development District 3 of the Midtown Specific Plan, the property owner/developer shall retain an acoustical engineer to conduct an acoustic analysis that includes a vibration analysis for potential impacts from vibration generated by industrial activities. The detailed acoustical analysis shall be submitted to the City of Long Beach Development Services Department and shall demonstrate that the vibration levels to any nearby residential use would be below 78 VdB during the daytime (7 AM to 10 PM) and 72 VdB during the nighttime (10 PM to 7 AM), which are the Federal Transit Administration's daytime and nighttime criteria to regulate general vibration impacts at affected residential uses.</p>	<p>Prior to the issuance of building permits</p>	<p>Property Owner/ Developer and Acoustical Engineer</p>	<p>Long Beach Development Services Department</p>	<p>Long Beach Development Services Department</p>		

### Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
N-5 Prior to issuance of a building permit for residential development projects accommodated by the Midtown Specific Plan, the project applicant/developer shall submit a final acoustical report prepared to the satisfaction of the City of Long Beach Development Services Department. The report shall demonstrate that the residential development will be sound-attenuated against present and projected noise levels, including roadway, railway, aircraft, helicopter, and stationary sources (e.g., industrial, commercial, etc.) to meet City interior standards. Specifically, the report shall demonstrate that the proposed residential design will result in compliance with the 45 dBA CNEL interior noise levels, as required by the California Building Code and California Noise Insulation Standards (Title 24 and 25 of the California Code of Regulations). The project applicant/developer shall submit the final acoustical report to the City of Long Beach Development Services Department for review and approval. Upon approval by the City, the project's acoustical design features shall be incorporated into construction of the proposed development project.	Prior to the issuance of building permits	Project Applicant/ Developer	Long Beach Development Services Department	Long Beach Development Services Department		
<b>5.13 TRANSPORTATION AND TRAFFIC</b>						
TRAF-1 As part of the subsequent environmental review for development projects that would be accommodated by the Midtown Specific Plan, a site-specific traffic study shall be prepared by the project applicant/developer to evaluate the project's potential traffic and transportation impacts and to identify specific improvements, as deemed necessary, to provide safe and efficient onsite circulation and access to the Midtown Specific Plan area.	As part of the subsequent environmental review for development projects	Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		
TRAF-2 Prior to the issuance of occupancy permits for development projects that would be accommodated by the Midtown Specific Plan, project applicants/developers shall make fair-share payments to the City of Long Beach toward construction of the traffic improvements listed below. The following traffic improvements and facilities are necessary to mitigate impacts of the Midtown Specific Plan and shall be included in the fee mechanism(s) to be determined by the City of Long Beach:	Prior to the issuance of occupancy permits	Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p><b>Existing (2014) With Project Improvements</b></p> <ul style="list-style-type: none"> <li><b>Atlantic Avenue and Spring Street:</b> Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. The intersection is currently built out to capacity and would require right-of-way acquisition by the City of Long Beach.</li> </ul> <p><b>Cumulative Year (2035) With Project Improvements</b></p> <ul style="list-style-type: none"> <li><b>Long Beach Boulevard and Spring Street:</b> Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 74-foot cross section of Long Beach Boulevard, this improvement could be completed with restriping of the approach.</li> <li><b>Pacific Avenue and Willow Street:</b> Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 74-foot cross section of Pacific Avenue, this improvement could be completed with restriping of the approach.</li> <li><b>Atlantic Avenue and Willow Street:</b> Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 50-foot cross section of Atlantic Avenue, this improvement could be completed with restriping of the approach.</li> <li><b>Atlantic Avenue and Spring Street:</b> Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Implementation of this improvement also requires improving the southbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane.</li> <li><b>Atlantic Avenue and 27th Street:</b> Construct a traffic signal at the intersection.</li> </ul>						

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<b>5.14 UTILITIES AND SERVICE SYSTEMS</b>						
<p>USS-1 Prior to the issuance of grading permits for individual development projects that would occur within the Midtown Specific Plan area and in lieu of implementing the sewer line replacement and upsizing improvements outlined in the Infrastructure Technical Report for Hydrology, Sewer, Water, and Water Quality prepared by Fuscoe Engineering (dated July 1, 2015), the project applicant/developer shall submit a site-specific sewer flow monitoring study to provide a more detailed analysis of the true sewer flow depths over time to determine if the potential for surcharge conditions would occur due to project development. The sewer flow monitoring study may indicate that there is sufficient capacity for the sewer lines identified in the Infrastructure Technical Report, as well indicate that they are above the design criteria (&gt;0.75 d/D); and thereby, conclude that the replacement and upsizing improvements are not necessary. The sewer flow monitoring study shall be submitted to the City of Long Beach Development Services Department for review and approval.</p>	<p>Prior to the issuance of grading permits</p>	<p>Project Applicant/ Developer</p>	<p>Long Beach Development Services and Public Works Departments</p>	<p>Long Beach Development Services Department</p>		
<p>USS-2 Prior to the issuance of grading permits for individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant/developer shall provide evidence to the City of Long Beach Development Services Department that that the development project has been reviewed by the County Sanitation Districts of Los Angeles County (Sanitation Districts) and that a "Will Serve" letter has been issued by the Sanitation Districts. The "Will Serve" letter process is necessary in order to determine whether or not sufficient trunk sewer capacity exists to serve each development project and if the Sanitation Districts facilities will be affected by the development project.</p>	<p>Prior to the issuance of grading permits</p>	<p>Project Applicant/ Developer</p>	<p>Long Beach Development Services and Public Works Departments</p>	<p>Long Beach Development Services Department</p>		

OFFICE OF CITY ATTORNEY  
CHARLES W. KIN, City Attorney  
333 West Ocean Boulevard, 11th Floor  
Long Beach, CA 90802-4664

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RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE  
CITY OF LONG BEACH ADOPTING THE MIDTOWN  
SPECIFIC PLAN PURSUANT TO SECTIONS 65450-65458  
OF THE CALIFORNIA GOVERNMENT CODE

WHEREAS, the Midtown Specific Plan serves to implement, and is  
consistent with, the City of Long Beach General Plan; and

WHEREAS, the content of the Midtown Specific Plan is consistent with  
Sections 65451, 65452 and 65454 of the California Government Code; and

WHEREAS, duly noticed public hearings were held by the City of Long  
Beach Planning Commission on April 7, 2016, and City Council on May 24, 2016, at  
which oral comments and written information regarding the proposed Midtown Specific  
Plan was heard and considered; and

WHEREAS, the potential environmental effects from adoption of the  
Midtown Specific Plan have been evaluated and an Environmental Impact Report (EIR)  
certified in accordance with the applicable provisions of the California Environmental  
Quality Act (CEQA); and

WHEREAS, appropriate zoning code amendments will or may be  
considered in the future to aid in the implementation of the Midtown Specific Plan.

NOW, THEREFORE, the City Council of the City of Long Beach does  
hereby find, determine and resolve that:

Section 1. The Midtown Specific Plan (SP-1), which document is  
attached as Exhibit A and incorporated herein by reference as though set forth word for  
word, is consistent with the City of Long Beach General Plan based on the following  
findings:

A. The Midtown Specific Plan is compatible with the general goals,

1 policies and designations within the City's General Plan Land Use Element ("LUE"). The  
2 existing General Plan LUE identifies the Specific Plan area for mixed-use, commercial,  
3 residential, medical and open-space/recreation uses (LUE map grid 9 & 15). Such uses  
4 are consistent with Table 3-2 which establishes permitted uses in the Specific Plan. LUE  
5 goals are also advanced by the proposed Specific Plan, including: economic  
6 development, new housing construction, affordable housing, and functional transportation  
7 (LUE p. 17-19). The plan is also consistent with the LUE generalized concept of  
8 redirecting and concentrating commercial facilities in significant centers and along major  
9 arterials accommodating higher density housing (LUE p.49).

10 B. The goals of the General Plan have been integrated into the Midtown  
11 Specific Plan and are discussed in relation to the three elements—Land Use, Mobility  
12 and Housing—that have the greatest influence in guiding the vision and goals of the  
13 Midtown Specific Plan. For example, the General Plan 2035 Mobility Element outlines the  
14 vision, goals, policies, and implementation measures required to improve and enhance  
15 the City's local and regional transportation system, which includes the Long Beach  
16 Boulevard corridor. The Midtown Specific Plan and Mobility Element are consistent in  
17 their values and vision relative to circulation. Creating an efficient, balanced, multimodal  
18 mobility network is a priority for both plans. Specifically, the mobility and streetscape plan  
19 for the Midtown Specific Plan is guided by the City's General Plan Mobility Element.  
20 Although Long Beach Boulevard is already a multi-modal corridor, the mobility and  
21 streetscape plan of the Midtown Specific Plan puts an emphasis on integrating autos,  
22 public transit, bicycles, and pedestrians into a complete street. The complete streets  
23 network for the Midtown Specific Plan area consists of four types of facilities—pedestrian,  
24 bicycle, vehicular, and public transit. Synchronizing traffic signals, reconfiguring streets  
25 and alleys, and applying a context-sensitive approach to balance the mobility system  
26 along Long Beach Boulevard are just a few of the strategies that will help to create a safe  
27 and enjoyable area for all users of the corridor. The streetscape plan would also include  
28 improvements to Long Beach Boulevard and its cross-streets (e.g., Spring Street, Willco..

1 Street, and Pacific Coast Highway). The updated street designs for the Midtown Specific  
2 Plan area combine the existing amenities along the corridor with new features such as  
3 additional bike lanes, wider sidewalks, new street lighting, landscaping buffers, and  
4 improved intersection crossings.

5 C. The Midtown Specific Plan promotes the economic and aesthetic  
6 revitalization of Long Beach Boulevard, including infill residential development projects. It  
7 promotes a mix of uses and levels of residential intensity that benefit from existing and  
8 future mobility options. Higher density residential uses in the Midtown Specific Plan area  
9 could also be used to address lower income housing needs.

10 B. The Midtown Specific Plan will enhance the compatibility of existing  
11 and future land uses within the Plan area with adjacent land uses and is consistent with  
12 sound land use planning.

13 C. The adoption of the Midtown Specific Plan is in the best public  
14 interest pursuant to California Code Section 65358(a).

15 D. The adoption of the Midtown Specific Plan will help serve to  
16 implement the General Plan of the City of Long Beach.

17  
18 Section 2. This resolution shall take effect immediately upon its adoption  
19 by the City Council, and the City Clerk shall certify the vote adopting this resolution.

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I hereby certify that the foregoing resolution was adopted by the City Council of the City of Long Beach at its meeting of \_\_\_\_\_, 2016, by the following vote:

Ayes: Councilmembers: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Noes: Councilmembers: \_\_\_\_\_  
\_\_\_\_\_

Absent: Councilmembers: \_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
City Clerk

OFFICE OF THE CITY ATTORNEY  
CHARLES PARKIN, City Attorney  
333 West Ocean Boulevard, 11th Floor  
Long Beach, CA 90802-4664



# EXHIBIT A



# MIDTOWN SPECIFIC PLAN

CITY OF LONG BEACH

LONG BEACH  
DEVELOPMENT SERVICES  
BUILDING A BETTER LONG BEACH



## ACKNOWLEDGEMENTS

### Mayor and City Council

Honorable Mayor Robert Garcia  
Lena Gonzalez, Councilmember, 1st District  
Suja Lowenthal, Vice Mayor, 2nd District  
Suzie Price, Councilmember, 3rd District  
Daryl Supernaw, Councilmember, 4th District  
Stacy Mungo, Councilmember, 5th District  
Dee Andrews, Councilmember, 6th District  
Roberto Uranga, Councilmember, 7th District  
Al Austin, Councilmember, 8th District  
Rex Richardson, Councilmember, 9th District

### City of Long Beach Planning Commission

Alan Fox, Chair  
Mark Christoffels, Vice Chair  
Donita Van Horik  
Molly Campbell  
Andy Perez  
Jane Templin  
Erick Verduzco-Vega

### City Manager's Office

Patrick H. West, City Manager  
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Fusco Engineering, Ian Adam, Principal

### Special Recognition

Southern California Association of Governments

## SCAG COMPASS BLUEPRINT PROGRAM

This is a project for the City of Long Beach with funding provided by the Southern California Association of Governments' (SCAG) Compass Blueprint Program. Compass Blueprint assists Southern California cities and other organizations in evaluating planning options and stimulating development consistent with the region's goals. Compass Blueprint tools support visioning efforts, infill analyses, economic and policy analyses, and marketing and communication programs.

The preparation of this document has been financed in part through grant(s) from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) through the U.S. Department of Transportation (DOT) in accordance with the provisions under the Metropolitan Planning Program as set forth in Section 104(f) of Title 23 of the U.S. Code.

The contents of this document reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG, DOT or the State of California. This document does not constitute a standard, specification or regulation. SCAG shall not be responsible for the City's future use or adaptation of the report.



**CITY OF LONG BEACH**

# **MIDTOWN SPECIFIC PLAN**

ADOPTED BY THE LONG BEACH CITY COUNCIL ON [DATE PENDING]

Prepared for the City of Long Beach Development Services Department  
Katalyst, Inc., PlaceWorks, Fehr & Peers, Strategic Economics, Fuscoe Engineering

This information is available in alternative format by request at (562) 570-3807. For an electronic version, visit our website at [www.lbds.info](http://www.lbds.info).

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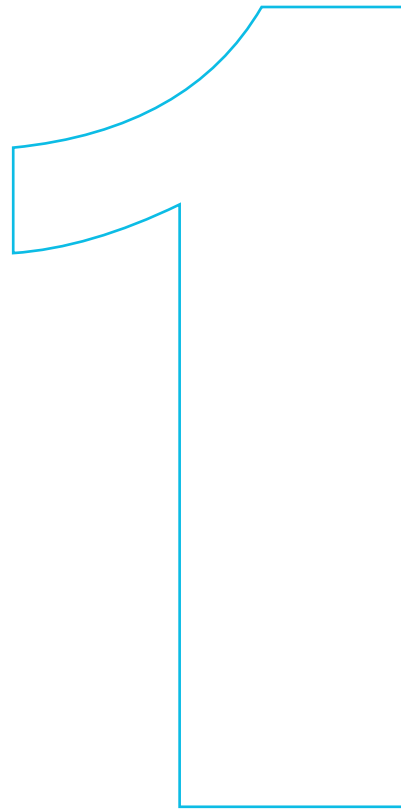
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# **SUMMARY**

**MIDTOWN SPECIFIC PLAN**



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## 1.0 Summary

### 1.1 VISION, PURPOSE, AND GUIDING PRINCIPLES

#### Vision: A Vibrant Midtown

Midtown will be a vibrant and thriving community for our children, family, and friends. Midtown will be known for its unique blend of parks, strong businesses, and transit-oriented housing. Additionally, Midtown will be an early leader in multi-modal transportation practices, where a person can safely and easily travel by walking, riding a bike, catching a bus, taking a train, or driving a car.

#### Purpose of the Specific Plan

The Midtown Specific Plan provides a framework for the development and improvement of a 369-acre corridor along Long Beach Boulevard in the City of Long Beach.

The Specific Plan is intended to be more flexible than conventional zoning to encourage new investment and development along the corridor. The Specific Plan establishes a land use plan and regulations, infrastructure requirements, design guidelines, and implementation strategies necessary to achieve the vision.

#### Guiding Principles

Five principles accompany the vision to guide the Specific Plan and support Citywide efforts to increase non-motorized transportation, promote healthy living options, and work toward a more sustainable future.

##### 1. Enhanced Mobility and Complete Streets

Long Beach Boulevard must evolve to prioritize and enhance the walkability of the corridor, improve mobility options for bicycles and transit riders, and preserve functionality of the corridor as a thoroughfare for automobiles. The addition of trees, landscape, furnishings, and bikeways; improved pedestrian crossings; and small changes in travel lanes will enhance the public realm experience for all users.

##### 2. Safety and Wellness

The physical environment plays a critical role in our community's overall health. Providing active and passive park spaces for urban neighborhoods along Long Beach Boulevard is critical to improve health and wellness. A well-designed street creates a safer and more appealing setting for families, bicyclists, and others along the corridor. The Specific Plan proposes physical and programmatic connections between health-related institutions, park areas, and the public right-of-way.

## MIDTOWN VISION

**Midtown will be a vibrant and thriving community for our children, family, and friends.**

**Midtown will be known for its unique blend of parks, strong businesses, and transit-oriented housing.**

**Additionally, Midtown will be an early leader in multi-modal transportation practices where a person can safely and easily travel by walking, riding a bike, catching a bus, taking a train, or driving a car.**

## GUIDING PRINCIPLES

**Enhanced Mobility and Complete Streets**

**Safety and Wellness**

**A Sustainable Future**

**Supporting Urban Amenities**

**Working with and for the Community**

### **3. A Sustainable Future**

The City of Long Beach supports a sustainable future for its residents, its businesses, and the environment. The Midtown area should improve and develop in a sustainable manner by decreasing the reliance on automobiles, reducing the urban heat-island effect, and promoting a balance of jobs and housing.

### **4. Supporting Urban Amenities**

The supporting amenities serving Midtown must be improved to stimulate reinvestment and attract new development. Midtown must be an enjoyable place to live and do business. Improvements and new development will seek out urban amenities such as attractive rights-of-way, safe and efficient bikeway and pedestrian facilities, parks and parklets, and landscaping enhancements.

### **5. Working with and for the Community**

The ideas and plans presented in this Specific Plan were generated by close coordination with existing residential, business, property owner, and development communities. Working with and for the community does not stop after the adoption of the Plan. This Plan places special emphasis on coordinating public and private improvements and programming with Long Beach Memorial and other medical facilities in Midtown.

## **1.2 ACHIEVING THE VISION**

### **1.2.1 Partnerships and Coordination**

Midtown is a complex organism containing numerous interdependent components. Long-term success will rely not only on the public agencies that fund and maintain public improvements, but on the businesses and institutions that offer services and employ thousands; the property owners that develop, fund, and maintain private and public improvements; and the general public who live, work, and/or learn along the corridor.

An open dialogue between the transit agencies, local advisory groups, the general public, medical centers, development community, business owners, and land owners helped define the guiding principles. Maintaining collaboration and communication among these groups will be necessary to bring positive change to Midtown. Future partnerships should include interagency and public/private partnerships.

### **1.2.2 Responding to the Market**

Current market trends indicate that capitalizing on existing amenities like transit stations and proximity to jobs, schools, and housing make this area a prime location for revitalization. Redirecting and concentrating commercial facilities and transit-oriented development along the boulevard will redefine Midtown. Attracting new business will bring development opportunities. Taking advantage of opportunities to build on vacant lots

and energizing tired store fronts will attract residents and visitors to shop, dine, and support businesses along the corridor. Other development efforts, such as the Promenade, courthouse, and numerous façade improvements throughout the City, have demonstrated the success and economic gain from strategic enhancements with long-term vision.

### 1.2.3 Investments and Financing

Public-private partnerships, transit funding, street improvements, and business and improvement districts are all possible mechanisms for funding revitalization and growth projects along the corridor. Midtown has substantial vacant and underutilized land resources alongside major transit investments, and excellent access to the freeway and Downtown Long Beach.

## 1.3 LAND USE PLAN

The Midtown Specific Plan regulates the project area through four development districts: Transit Node, Corridor, Medical, and Open Space. Each district has its own development standards and land use patterns. Overall, the 369-acre Specific Plan could ultimately support roughly 3,600 homes and 15,600 jobs in 2.9 million square feet of building space, concentrating and intensifying development at key transit and employment nodes.

Figure 1-1 and Table 1-1 summarize the development intensity and boundaries for each district, including the projected distribution of development potential by district subarea.

### 1.3.1 Land Use Districts

#### **Transit Node (TN)**

The Transit Node District supports compact, transit-oriented mixed-use and residential development centered on the three Metro Blue Line stations.

#### **Corridor (CDR)**

The Corridor District is applied to properties along Long Beach Boulevard between Blue Line stations and the 405 Freeway. It is intended to provide housing options and neighborhood-serving uses within walking distance of a transit node.

#### **Medical (M)**

The Medical District establishes a comprehensive health campus based on the Long Beach Memorial Medical Center's master planning efforts.

#### **Open Space (OS)**

The Open Space District identifies existing areas reserved for community and mini-parks and creates new space for parks.

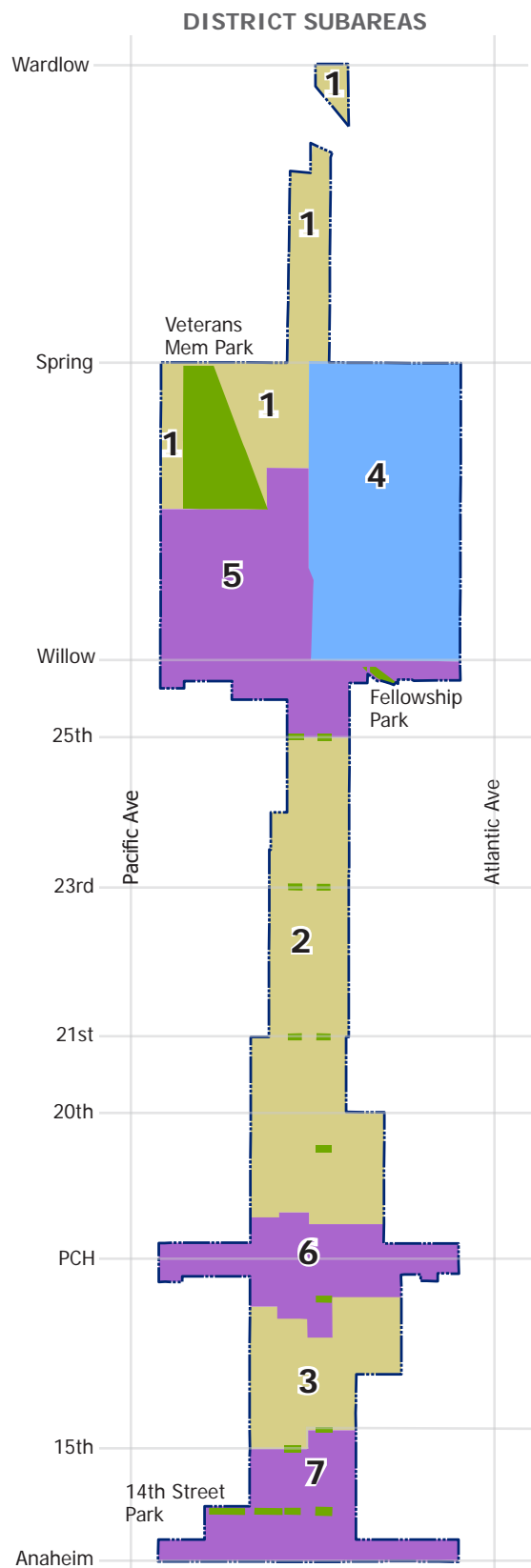
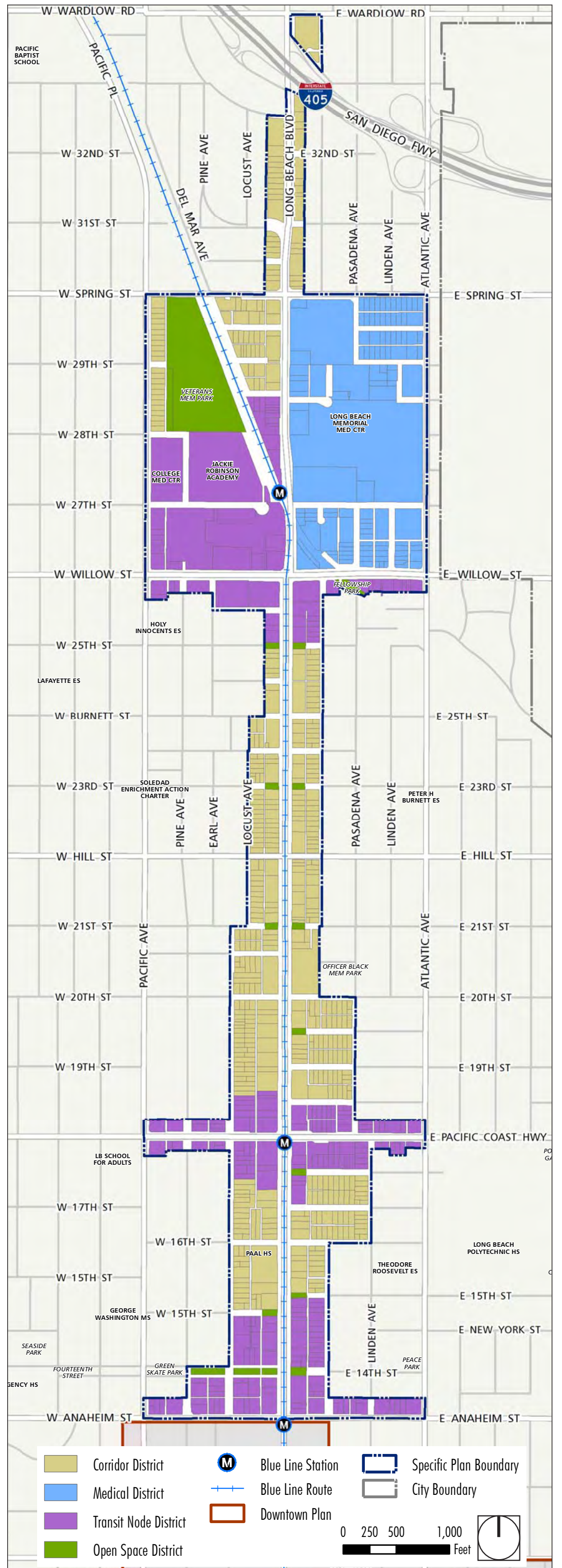
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TABLE 1-1 LAND USE SUMMARY BY DISTRICT

Land Use Summary by District					
District	Acres	Typical Density (per ac)	Dwelling Units	Comm/Employ Sq Ft	Hotel Rooms/Hospital Beds
<b>Corridor Districts</b>					
1	22	15-40	408	274,766	---
2	51	15-40	924	331,815	---
3	20	15-40	450	92,663	---
<b>Total</b>	<b>93</b>	<b>-</b>	<b>1,782</b>	<b>699,244</b>	<b>---</b>
<b>Medical District</b>					
4	63	20-30	300	757,600	854 beds
<b>Total</b>	<b>63</b>	<b>-</b>	<b>300</b>	<b>757,600</b>	<b>854 beds</b>
<b>Transit Node Districts</b>					
5	44	30-60	774	924,296	175 rooms/148 beds
6	20	30-60	362	297,125	102 rooms
7	19	30-60	401	319,000	---
<b>Total</b>	<b>83</b>	<b>-</b>	<b>1,537</b>	<b>1,540,421</b>	<b>277 rooms/148 beds</b>
OS <sup>1</sup>	18	-	-	-	-
ROW	112	-	-	-	-
<b>Total</b>	<b>369</b>	<b>-</b>	<b>3,619</b>	<b>2,997,265</b>	<b>277 rooms/983 beds</b>

Note:  
1. The Open Space District consists of 15.2 acres of existing park area plus 2.6 acres of future parklets. Figures above subject to rounding.

FIGURE 1-1 LAND USE PLAN



This map divides the land use districts into subareas to summarize the approximate distribution of development potential throughout the Midtown Specific Plan.

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## 1.4 MOBILITY AND STREETScape PLAN

Drawing from the Mobility Element of the City's General Plan, the mobility plan for Midtown incorporates enhancements that promote active transportation, including walking, cycling, and skating. This Plan also promotes alternative transportation modes that can help to alleviate roadway congestion, reduce greenhouse gas emissions, and improve air quality, while helping residents to improve their own health and wellness. Infrastructure improvements related to mobility include enhancements that will create a complete street, a roadway network that provides safe and convenient access for all users—pedestrian, bicycle, transit, and automobile.

The mobility and streetscape plan are discussed in greater detail in Chapter 4, Mobility and Streetscape.

## 1.5 DESIGN GUIDELINES

The design guidelines in this Plan are intended to promote quality design that is consistent with the overall vision, and provide a level of flexibility to encourage creative design. The guidelines direct the physical design of building sites, architecture, and landscape elements within the Specific Plan boundary. The design guidelines are established to create a distinct character for Long Beach Boulevard and to ensure that new development is designed to cultivate an active street life while creating an overall positive architectural aesthetic.

The design guidelines are discussed in greater detail in Chapter 5, Design Guidelines.

## 1.6 INFRASTRUCTURE PLAN

The potential buildout of this Specific Plan can rely on existing facilities for water, sewer, and stormwater. A few improvements, already identified by the City's Master Plan of Drainage, need to be implemented as development occurs in the Medical District and Corridor District 2. Overall, changes in Midtown proposed by this Plan have a minimal impact on the City's infrastructure systems and public services provided in the area.

The infrastructure plan is discussed in greater detail in Chapter 6, Infrastructure.

## 1.7 IMPLEMENTATION PLAN

Revitalizing Midtown will require streetscape and infrastructure upgrades to stimulate change and turn this Plan's vision into reality. Based on an analysis of the corridor and input from the residents, property owners, and development community, this Plan identifies several infrastructure



enhancements, including the addition of bicycle and pedestrian facilities, more canopy trees, and flexible regulations to spur private investment and revitalization in Midtown. Financing for the development concept projects and other future corridor enhancements are summarized below and provided in Chapter 7, Administration and Implementation.

### 1.7.1 Implementation Funding and Strategy

Funding the implementation of upgraded infrastructure could come from a variety of resources. These include, but are not limited to, local capital funds; local partnerships; regional, state, and federal grants; district-based assessments; and developer contributions. Many of these funding mechanisms depend on capturing a portion of real estate value and may take time to implement because they partly depend on improvement in property values or development activity in Midtown.

However, changes to the Specific Plan area are intended to occur incrementally. The City can start with small interim projects, such as adding street trees and furniture, which may help to attract developer interest and increase property values.

Since funding may be limited, the City should employ a strategy of concentrating improvements in stronger nodes to maximize their market impact. Short-term investments should be concentrated in the highest-potential development areas within a few blocks of the intersection of East Anaheim Street and Long Beach Boulevard (Transit Node 7) and near the Willow Transit Station area (Transit Node 5). Where feasible, bicycle lanes and the installation of other bicycle facility improvements could occur in the short term around these nodes. Over time, the improvements can be extended when grant funding and/or local district-based funding sources become available.

Table 1-2 provides a summary of the applicable funding sources categorized by potential infrastructure improvement.

**TABLE 1-2 FUNDING SOURCES FOR INFRASTRUCTURE IMPROVEMENTS**

Funding Source Category	Funding Source	Improvement Category				
		Bicycle Network & Facilities	Pedestrian Enhancements	Streetscape	Park & Recreation	Transit Facilities
Local Revenues & Fees	Local Revenues	X	X	X	X	X
	User Fees					X
Property-Based Financing Tools	BID/PBID	X	X	X	X	X
	Assessment District	X	X	X	X	X
	Community Facilities District	X	X	X	X	X
Development	Impact and In-Lieu Fees	X	X	X	X	X
	Development Agreements	X	X	X	X	X
	Local Partnerships		X	X	X	X
Grant Programs	SCAG RTP	X	X	X		X
	LA Metro TIP	X	X	X		X
	SCAG ATP	X	X	X		
	Caltrans ATP	X	X	X		
	HCD Housing-Related Parks				X	
	HCD IIG		X	X		
	HCD TOD Housing	X	X	X		X
	California Parks and Rec LWCF				X	
Other Tools	HUD CDBG	X	X	X	X	X
	Structured Funds					
	Revolving Loan Funds	X	X	X	X	X

## 1.8 ENVIRONMENTAL ASSESSMENT

The Specific Plan was adopted in compliance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et seq.). Pursuant to the CEQA Guidelines (Title 14, California Code of Regulations, Chapter 3, Section 15000 et seq.), the City of Long Beach prepared an Initial Study and Notice of Preparation and made these documents available to responsible agencies, trustee agencies, and interested parties for a 30-day public review period, which extended from March 9 to April 7, 2015. Through the Initial Study, the City determined that implementation of the Specific Plan could result in potentially significant environmental impacts and that the preparation of a programmatic-level Environmental Impact Report (Program EIR) was required.

The Midtown Specific Plan EIR (State Clearinghouse No. 2015031034) is a Program EIR. As provided in Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project. The Specific Plan establishes an overall development program that can be characterized as one large project,

but its implementation will require a series of future discretionary actions (approvals of specific projects) by the City of Long Beach. The Specific Plan Program EIR is intended to serve as the primary environmental document for all future entitlements (later activities) associated with implementation of the Specific Plan, including all discretionary approvals requested or required to implement the project.

Pursuant to Section 15168 of the CEQA Guidelines, a later activity under the Specific Plan development program must be examined in the light of the Specific Plan Program EIR to determine whether additional environmental documentation must be prepared. Each later activity must undergo an initial study and analysis by the City to determine if the activity is within the scope of the Specific Plan Program EIR. Because these later activities are not new projects as defined by CEQA, compliance for each impact category is narrowed to a determination as to whether the activity would result in: (1) no substantial change from the previous analysis; (2) a more severe impact; or (3) a new significant impact. Based on the results of this initial study, the City will determine which of the following actions is applicable to the later activity:

- The later activity is a component of and consistent with the Specific Plan and has been previously analyzed as a part of the Specific Plan Program EIR and findings certified pursuant to the CEQA Guidelines. No additional CEQA documentation is required (CEQA Guidelines Section 15168).
- The later activity is a component of the Specific Plan and has been previously analyzed as a part of the Specific Plan Program EIR and findings certified pursuant to the State CEQA Guidelines; however, minor technical changes or additions are needed to make the previous documentation adequate to cover the project. An Addendum to the Specific Plan Program EIR is required (CEQA Guidelines Section 15164).
- The later activity is either not a component of the Specific Plan or has not been previously analyzed as part of the Specific Plan Program EIR, in which case an initial study and additional environmental review under CEQA will be required unless the later activity is exempt under CEQA.

In addition, future development projects within the Specific Plan area may be eligible for streamlining under CEQA Guidelines Section 15183.3, effective January 1, 2013. To be eligible, a project must:

- Be located in an urban area on a previously developed site or surrounded by urban uses (75 percent of perimeter);
- Satisfy performance standards in CEQA Guidelines Appendix M; and
- Be consistent with the general use designation, density, building intensity, and applicable policies in the Southern California Association of Governments Sustainable Communities Strategy.



**CONTEXT**  
MIDTOWN SPECIFIC PLAN

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## 2.0 Context

### 2.1 LOCATION

The Midtown project area is in the City of Long Beach and is just north of the Downtown. Long Beach is the seventh largest city in California, with roughly 460,000 residents and nearly 160,000 employment opportunities (2010). The City is about 20 miles south of Downtown Los Angeles and borders Orange County on its eastern edge.

Long Beach Boulevard is historically significant as a grand entrance to the City and its Downtown. The boulevard continues to be one of the City's primary transit corridors, with the Metro Blue Line operating in the center of the street from 1st Street to just north of Willow Street (where it veers northwest off the boulevard).

In total, the project area encompasses 369 acres of public and private property, including 257 acres of parcelized land and 112 acres of roads and other rights-of-way. The northern border is Wardlow Road and the southern boundary is two and a half miles south at Anaheim Street. The eastern and western boundaries generally fall one block from Long Beach Boulevard, except at key intersections and the area between Spring and Willow Streets, where the boundaries extend to Atlantic and Pacific Avenues.

The project area is also within three general neighborhood areas of Long Beach: Wrigley/West Long Beach, west of Long Beach Boulevard; Central, east of Long Beach Boulevard; and the Downtown, south of Pacific Coast Highway. Figure 2-1 shows a map of the project boundaries in the regional context, and Figure 2-2 provides a view of the local context.

FIGURE 2-1 REGIONAL CONTEXT

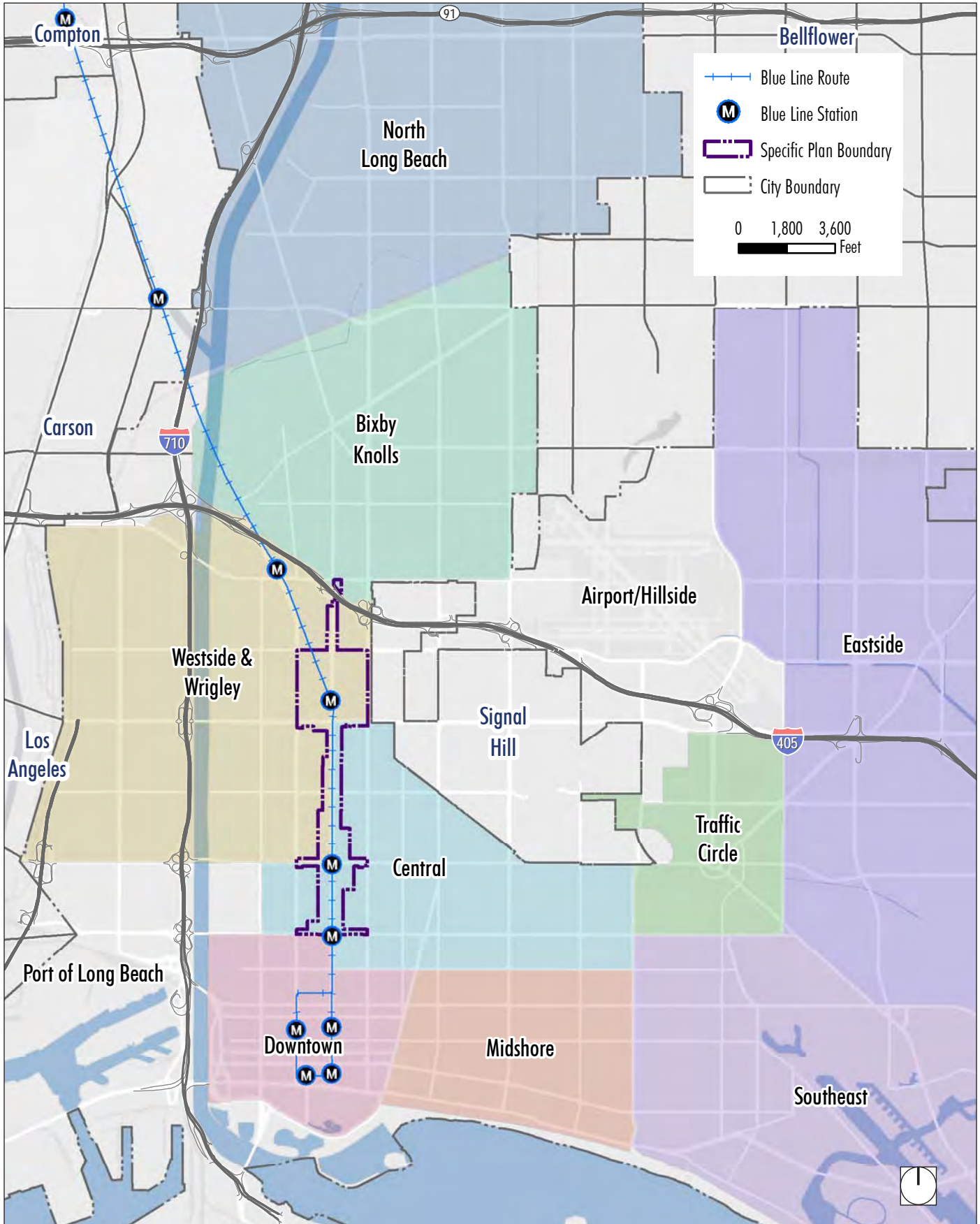
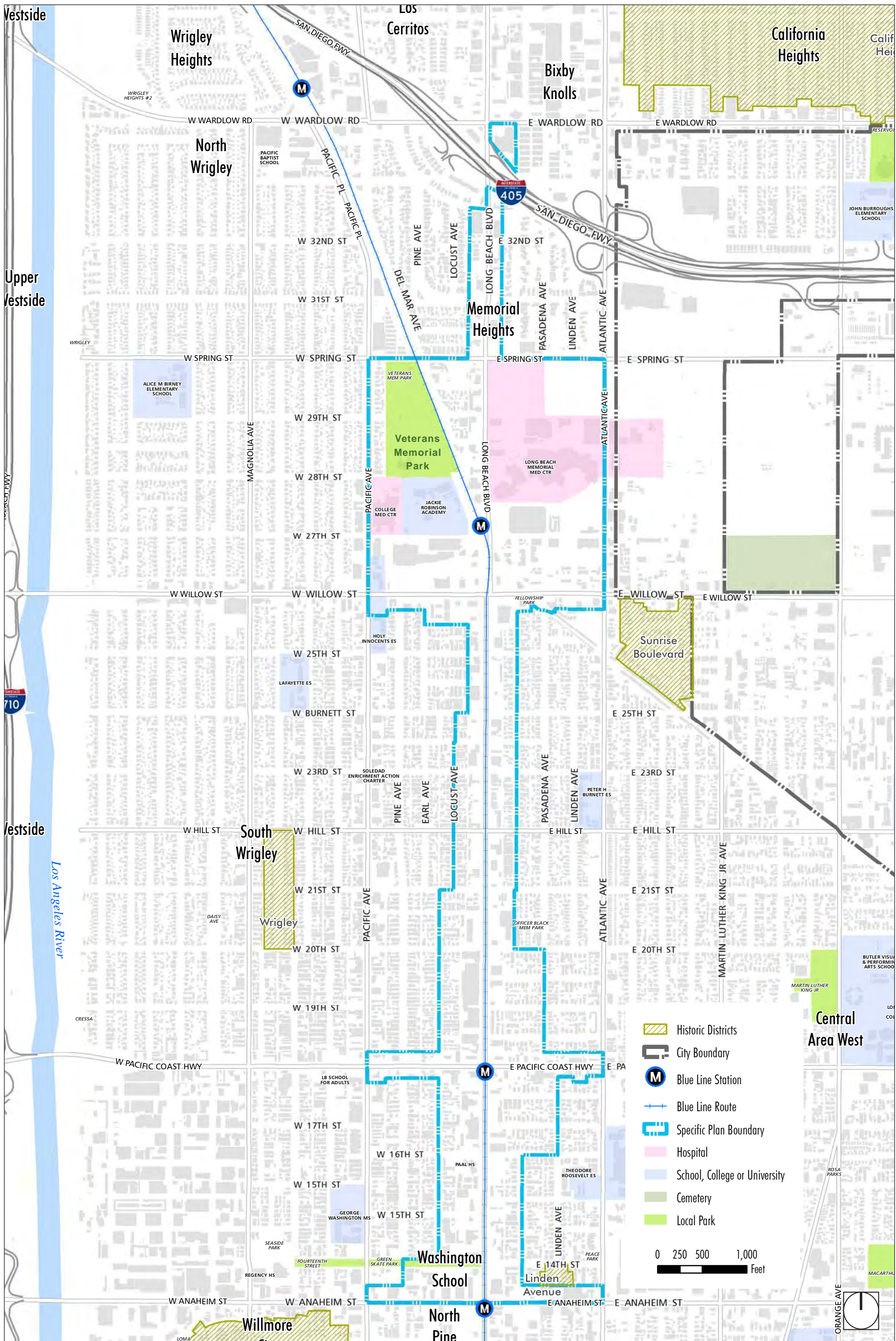


FIGURE 2-2 LOCAL CONTEXT



- Historic Districts
- City Boundary
- Blue Line Station
- Blue Line Route
- Specific Plan Boundary
- Hospital
- School, College or University
- Cemetery
- Local Park

0 250 500 1,000 Feet



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## 2.2 HISTORY

Long Beach Boulevard, called American Avenue until 1958, is a busy street that has catered to nearly all modes of travel over the past 100 years. The size of its right-of-way, generally 132 feet, reflects its history as a streetcar route. The original Red Line streetcar line began service in 1902 and ran along the Metro Blue Line route, operated by Pacific Electric Railway. By 1927, Long Beach had over 30 miles of streetcar tracks and soon became one of the fastest growing cities in the country.

In the 1930s, automobile use exploded and streetcars fell out of favor. The proliferation of freeways and an increasingly auto-centric culture pushed Long Beach Boulevard to adapt to the new car-oriented way of life. Not only did it become vehicular dominated as a means of travel, but the boulevard also became a regional destination for people to shop for new cars in the 1960s and 1970s. However, after the passage of Proposition 13 capped property taxes, cities began competing for auto dealerships to boost sales tax revenues. Dealerships abandoned the boulevard for larger sites in other cities, and the area began to decline. The effects of this loss are still visible in the remaining vacant lots and marginal commercial uses.

Long Beach Boulevard began shifting from an auto-dominated street to a transit-oriented community in the late 1980s. The Metro Blue Line opened for business on Long Beach Boulevard on July 14, 1990, transporting passengers from Los Angeles to Downtown Long Beach. The Blue Line has become one of the busiest light rail lines in the country, averaging roughly 90,000 boardings every weekday. It has become so busy that several station platforms have been extended to provide for longer trains and new riders.

The City has sought to use transit as a catalyst for Midtown's physical and economic revitalization since the Metro Blue Line's opening in 1990. The City adopted the Long Beach Boulevard Planned Development District (PD-29) in 1991 to provide a regulatory framework that could attract new investment along the boulevard in the form of mixed-use, high-density infill projects.

Development along the boulevard and new economic opportunities for local residents have been minimal over the past 20 years. Since PD-29's adoption, most new development has been limited to low density and single-use commercial and retail projects. The designs and layouts of these projects emphasized automobile access and provided few physical connections or access to transit. This resulting development pattern is neither consistent with the City's desired mixed-use transit corridor, nor does it provide significant benefits to local residents.



*Historical photo of Long Beach Boulevard from the 1910s or 1920s.*



*Mike Salta Pontiac, 16th Street and Long Beach Boulevard, circa 1966.*



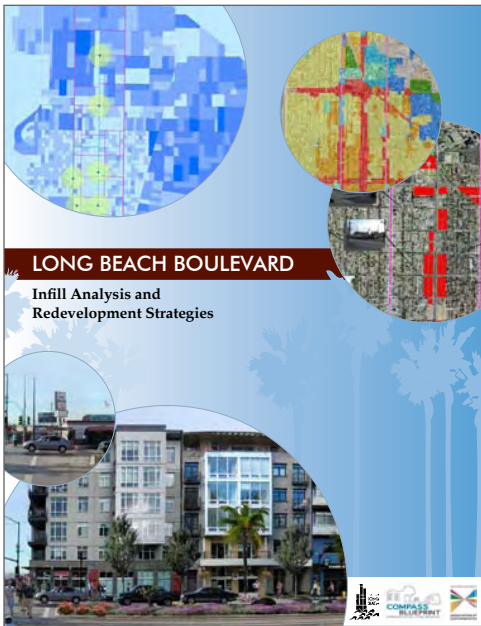
*The Blue Line opened in July 1990, reestablishing passenger rail service from Long Beach to LA.*

Photo credits:

Top: Ronald W. Mahan & Joseph J. Musil Photo Theatre Collection

Middle: Bob Wicker, PontiacsOnline.com

Bottom: Dorothy Peyton Gray Transportation Library and Archive at the Los Angeles County Metropolitan Transportation Authority



The 2007 SCAG Demonstration Project highlighted key issues and strategies for improving the corridor.

In 2007, the City of Long Beach was selected for a SCAG Compass Blueprint Demonstration Project to analyze the existing land use regulations and market constraints for transit-oriented development on Long Beach Boulevard and to make recommendations for specific code changes and redevelopment strategies. The Demonstration Project and the City ultimately concluded that the corridor would benefit from an overhaul of PD-29 to incentivize new, transit-oriented development. In 2011, the City partnered with SCAG on a second demonstration project to create this Specific Plan and EIR for this segment of Long Beach Boulevard and Midtown. This Specific Plan replaces PD-29 and is now the regulating document for land use in the area with the exception of a 4 acre residential area near Daryle Black Park which is covered by conventional zoning.

Long Beach Memorial Medical Center first opened in Midtown in 1958 and is currently run by the not-for-profit MemorialCare Health System. The medical center prepared plans to improve its facilities and operations within Midtown in 2005 through a master plan and environmental impact report (EIR). This master plan is currently being updated, and the City coordinated closely with MemorialCare to plan physical improvements and operational programming to best serve Midtown.

## 2.3 EXISTING CONDITIONS

### 2.3.1 Existing Land Uses and Development

A wide variety of land uses can be found within and around the Long Beach Boulevard Midtown project area. Figure 2-3 illustrates the pattern of existing land uses as of 2014 by building footprint and land use type—both around and within the project area.

**Residential.** The project area and the surrounding neighborhoods are home to thousands of Long Beach residents, who live in a mixture of single-family and multi-family homes. Several historic neighborhoods lie within a quarter mile of the project boundaries: Drake Park/Willmore, Linden, Sunrise Boulevard, and Wrigley.

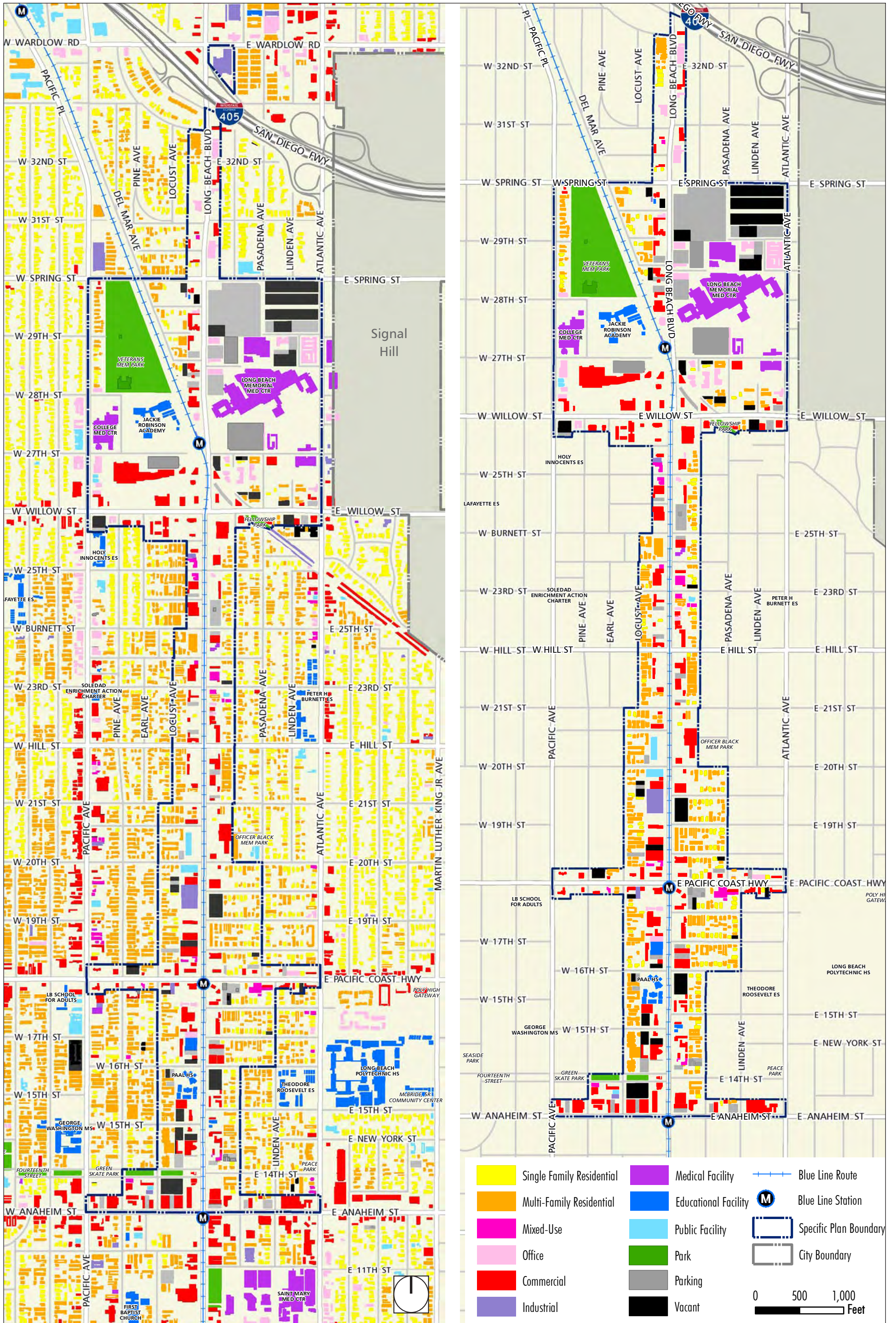
**Commercial.** Although struggling commercially in many ways, Long Beach Boulevard is still a key retail corridor for the surrounding community. A range of small- to medium-sized retail and service establishments provide essential services for area residents. On a typical day, several areas along the corridor bustle with patrons on foot or accessing transit. Households in the neighborhoods adjacent to the corridor tend toward lower income families who would benefit significantly from an increase in retail destinations within close proximity and a greater variety of housing opportunities along the transit-rich corridor.

**Medical.** Long Beach Boulevard is the medical core of Long Beach, with multiple hospitals and dozens of medical office, diagnostic, and research



The corridor contains a wide variety of single- and multifamily housing, commercial and service businesses, and medical facilities.

FIGURE 2-3 EXISTING LAND USES



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businesses. MemorialCare is currently preparing a healthcare facility master plan for the Long Beach Memorial Medical Center campus. The long-term vision for this master plan is reflected in this Specific Plan and incorporates mixed-use development, workforce housing, and a more activated street frontage for Long Beach Boulevard.

Long Beach Memorial Medical Center, including Long Beach Memorial Hospital, Miller Children’s Hospital, and Pacific Hospital of Long Beach are adjacent to the Willow Metro Station. Just south of the Specific Plan boundary at Anaheim Street is St. Mary Medical Center.

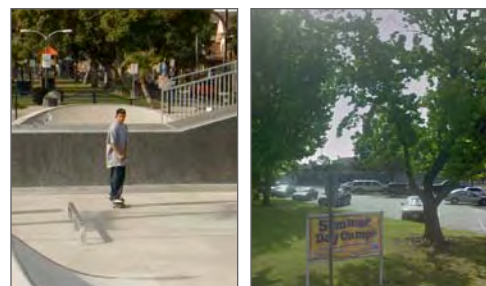
**Open Space and Recreation.** Like many urbanized corridors in Southern California, few recreation and open space areas can be found along or near Long Beach Boulevard. The northern and southern portions of the corridor have access to open space, but the central portion of the project area is largely devoid of open space.

Veterans Memorial Park is the largest park space (14.7 acres) in the general area. It is adjacent to the Willow Metro Blue Line stop and has sports fields/courts and a community recreation center. McBride Park, on Martin Luther King Jr. Avenue east of Polytechnic High School, is the newest park in the area and includes a skate park and teen center. The 14th Street Park also has a skate park and connects to Seaside Park west of Pacific Avenue. Finally, a few mini-parks (Fellowship, Daryle Black, and Peace) offer small areas of recreation for residents in close proximity.

**Education.** A number of schools (listed below) can be found along and around the corridor to serve families in the adjacent neighborhoods and, in some cases, the greater Long Beach area.

- Jackie Robinson Academy (K–8) adjacent to the Willow Metro Station.
- Holy Innocents Parish (K–8) south of Willow Street off Atlantic Avenue.
- Burnett Elementary (K–5) at Atlantic Avenue and Hill Street.
- Roosevelt Elementary School (K–5) next to Polytechnic High.
- Polytechnic High School (9–12) on Atlantic Avenue south of Pacific Coast Highway, and PAAL Academy on Long Beach Boulevard south of 16th Street.
- Washington Middle School on Pacific Avenue north of 14th Street.
- Renaissance High School for the Arts on Long Beach Boulevard between 8th and 9th Street.

The large number of schools at all levels of education means that Long Beach Boulevard, Pacific Avenue, and Atlantic Avenue are heavily used by children and must become safer streets for walking, biking, and riding



Top: 14th Street Park and Veterans Park  
Bottom: McBride Park



From top left, clockwise: Jackie Robinson Academy, Polytechnic High, Roosevelt Elementary, and Burnett Elementary



*Long Beach Boulevard is one of the few streets in Southern California that truly carries all modes of travel.*



*Traveling southbound from the off-ramp at Long Beach Boulevard requires a cautious left turn across northbound traffic, which includes cars, buses, and trucks.*



*The Blue Line provides excellent regional transit access, but it also creates east–west barriers and adds over 20 feet to an already wide roadway with its exclusive travel lanes.*

transit. Additionally, Hancock University, a private college at 16th Street and Long Beach Boulevard, is expected to grow and is interested in student housing and other student-serving uses along the corridor.

### 2.3.2 Circulation and Site Accessibility

**Overall Structure.** Long Beach Boulevard possesses many of the attributes required to support a vibrant, mixed-use, transit-oriented district. The area is well served by regional bus and rail transit; streets are laid out in a traditional grid with smaller block circumferences that provide multiple travel options for different modes; and sidewalks are generally wide and offer pedestrian access from the residential neighborhoods and local retail/service shops to the transit facilities. Figure 2-4 displays a map of the existing circulation systems within and around the project area.

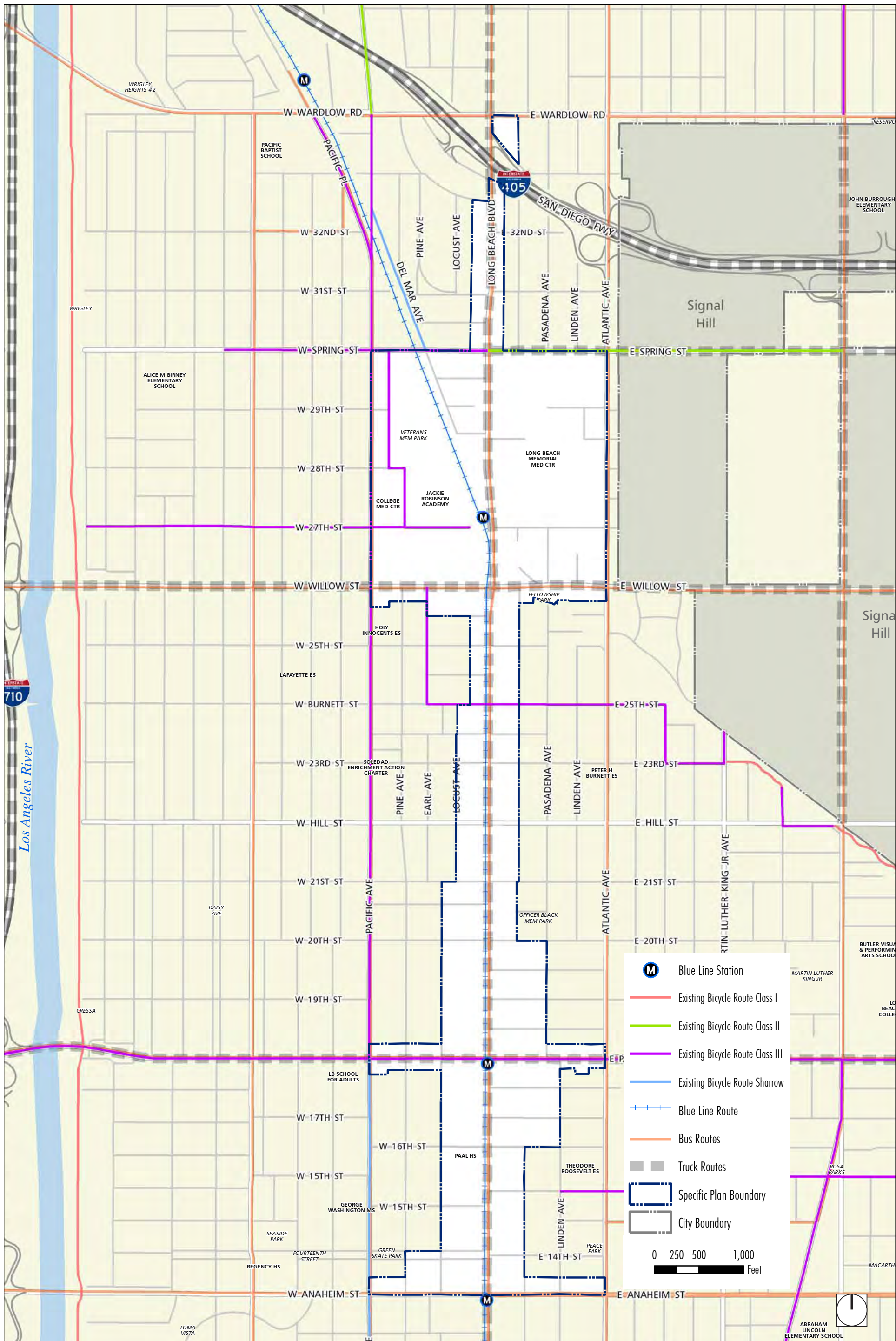
**Automobile.** For many years, Long Beach Boulevard focused on improvements and development geared to the automobile. Interstates 405 and 710 are just to the north and west, respectively, of the project area, providing access to the Southern California region.

Atlantic and Pacific Avenues were categorized for slower traffic speeds, and Long Beach Boulevard was used to accommodate more automobile traffic and served as a regional connector. The freeway interchanges conflict with this assignment of roles, because the partial cloverleaf on-/off-ramps at Atlantic Avenue are much easier and more convenient to traverse than compact and cross-traffic ramp systems at Long Beach Boulevard. Although Long Beach Memorial Medical Center’s campus borders Long Beach Boulevard, the campus has very limited access from the street. Ease of access is one of the main reasons the Medical Center has favored Atlantic Avenue over Long Beach Boulevard over the years.

**Truck.** Truck traffic in Long Beach is primarily related to the movement of goods to and from the Ports of Los Angeles and Long Beach (accessed by using the I-710 and I-110 freeways), but trucks also use dedicated trucking routes along local roadways to provide shipping services to commercial and industrial businesses throughout the City.

Local truck routes include Long Beach Boulevard, Spring Street, Willow Street, and I-405. Typically, these routes direct trucks away from residential neighborhoods toward streets specifically designed and maintained to accommodate the weight of large trucks and commercial delivery vehicles. Mixed-use and multi-modal corridors integrate residential and non-residential uses in a context that embraces many modes of travel. Such corridors, including Long Beach Boulevard, that are also designated truck routes must be carefully designed to accommodate local truck traffic safely and efficiently without sacrificing the safety, efficiency, and attractiveness of other modes of travel or mixed-use settings.

FIGURE 2-4 EXISTING CIRCULATION SYSTEM





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**Transit.** Long Beach Boulevard is also well connected to the Southern California region through the Blue Line and several major bus lines. The Blue Line is the main hub for transit and its route runs directly along Long Beach Boulevard, with three stations in the project area: Willow, Pacific Coast Highway, and Anaheim. The Blue Line provides access to Downtown Los Angeles, other rail lines, and local and regional bus systems.

The Metro Blue Line was a trailblazing project in 1990 and remains one of the most successful transit lines in the country. The benefits of the transit line and its stations are obvious at a regional level. Locally, however, the community struggles at times with the impacts from the transit line.

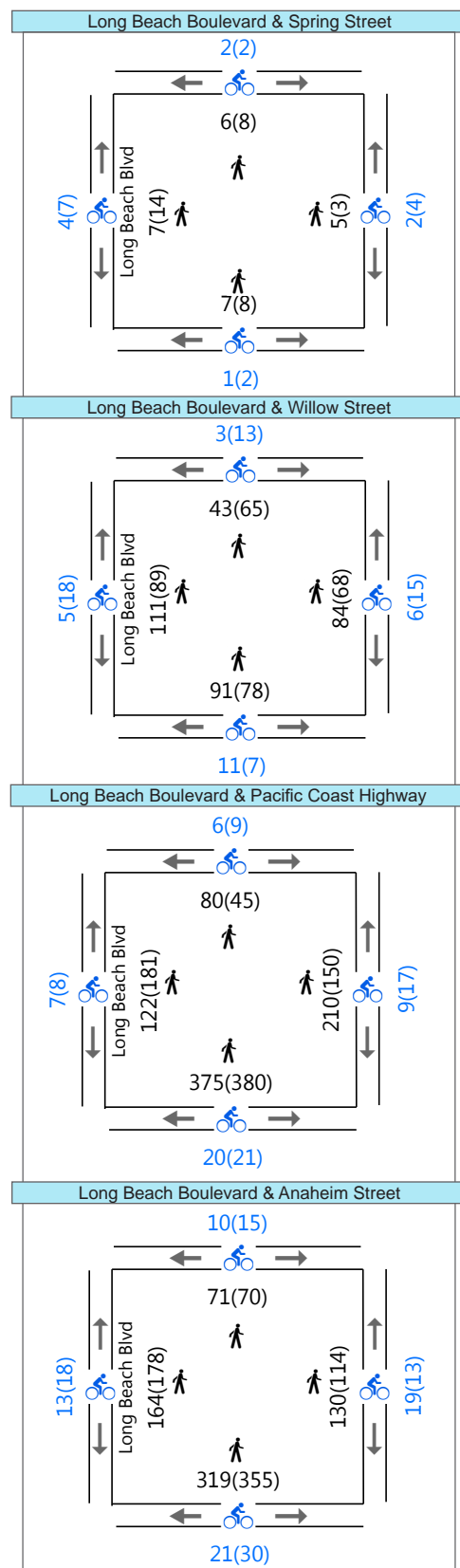
For example, a blue fence was installed around 2008, dividing the two-way movement of the Metro Blue Line as a safety measure to prohibit midblock crossing except in designated areas. This created a major disconnect between land uses on both sides of Long Beach Boulevard, and trash collects at the base of the fence, adding a blighted look to the corridor.

Additionally, the Metro Blue Line travels in a dedicated travel lane and widens the street area by over 20 feet, making it more daunting for pedestrians to cross the street and further disconnecting development and neighborhoods on the west and east sides of Long Beach Boulevard.

The corridor is also served by local and regional bus service by Metro and Long Beach Transit (LBT). Metro operates a limited number of local and express buses, and LBT provides numerous lines of local bus service along and near the corridor. These bus routes carry thousands of residents, employees, and visitors throughout the City and to and from surrounding areas, generating a substantial amount of pedestrian and bicycle activity along the roadways and at the intersections.

**Pedestrian and Bicycle Activity.** The corridor experiences a tremendous amount of pedestrian activity due to the existing development density, presence of transit, and widespread use of and dependency on transit in the project area. As expected, pedestrian crossings (measured in 2012 and depicted to the right) were highest at intersections near transit stations, with hundreds of pedestrians crossing the intersections during peak hours.

Midblock collision history along Long Beach Boulevard between Willow Street and 10th Street revealed that, of the 50 collisions between 2007 and 2012, 8 percent involved pedestrians and 18 percent involved bicyclists. The concurrent high volumes of pedestrian, bicyclist, and vehicular activity along Long Beach Boulevard present challenges for the safety and efficiency of all modes. Although the overall block structure and sidewalks are conducive to pedestrian and bicycle access, many parts of the corridor's public realm remain auto dominated, lacking features and amenities such as pedestrian lighting, waste receptacles, shade trees, bike racks, benches, and bus shelters.



2012 Bike and Pedestrian Counts along Long Beach Boulevard

AM (PM) Peak Hour Pedestrian Volume  
 AM (PM) Peak Hour Bicycle Volume

### 2.3.3 Infrastructure Systems

**Storm Water.** The project’s storm water runoff is collected by existing storm drain facilities that generally flow westerly toward the Los Angeles River. Facilities are owned and maintained by various agencies, including LA County Flood Control District, City of Long Beach, and Caltrans. A few scattered, privately maintained systems can be found within the project area as well. Storm drain sizes vary from 12- to 96-inch reinforced concrete pipe. Existing catch basins throughout the project area intercept runoff and convey flows into the storm drain system.

In 2008, the City enacted a Low Impact Development Standards ordinance to control runoff and manage storm water on site. There is no large-scale regional treatment in place within the project area. Figure 2-5 displays a map of the existing storm water drainage system within and around the project area.

**Sewer Service.** Sewer service along Long Beach Boulevard has only a couple of small longitudinal-flowing sewer lines; however, sewer lines cross the boulevard at five locations. The general layout of the existing sewer falls southerly and mainly leaves the project site to the east and west. All sewer mains in the area ultimately discharge into a Los Angeles County Sanitation District trunk sewer crossing the Los Angeles River at 16th Street, flowing west and ultimately to the Joint Water Pollution Control Plant in Carson. Sewer lines are all gravity flow lines, and diameters vary from 8 to 18 inches. The type of material also varies: vitrified clay pipe, nonreinforced concrete pipe, and concrete pipe. Figure 2-5 displays a map of the existing sewer system in and around the project area.

City records do not show any force mains or lift stations in the project area; however, one siphon location is at the intersection of the alley due east of Long Beach Boulevard and 25th Street. There does not appear to be any deficient lines along Long Beach Boulevard or elsewhere in the project area. As of 2014, the City did not have any planned sewer maintenance and/or replacement projects for the area.

**Water Service.** Long Beach Boulevard hosts an 8-inch water line from 15th Street to 20th Street and a 12-inch water line from Willow Street to Wardlow Road. Within the project area, pipe sizes vary from 2 to 30 inches (2, 4, 6, 8, 12, 20, and 30 inches). The type of material also varies: asbestos-cement, cast iron, cast iron-cement motor lined, and ductile iron. Figure 2-5 displays a map of the existing water service system in and around the project area.

Aside from water mains along and crossing Long Beach Boulevard from Anaheim Street to Wardlow Road, City records do not show any other water facilities in the project area (booster pump stations, agency interconnections, storage tanks, etc.). The Long Beach Water District

FIGURE 2-5 EXISTING INFRASTRUCTURE SYSTEMS



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recently constructed a cast-iron replacement in Long Beach Boulevard between Willow Street and Wardlow Road, which was the only planned replacement project for the project area as of 2014. There did not appear to be any deficiencies with the current water system servicing the project area.

#### 2.3.4 Market Conditions

Long Beach Boulevard enjoys great access to transit and offers a substantial amount of developable land. The market conditions for substantial investments have not been favorable for many years. Although the Blue Line represented an enormous public investment in the 1990s, substantial private investment is only now starting to progress north of the Downtown area. Additionally, the recent recession and vacancies in housing, retail, and office space made land values insufficient to entice new development. Finally, the State of California dissolved all redevelopment agencies in 2012 and removed one of the most effective tools cities had to spur new development.

To spur private development in the area, this Specific Plan presents strategies, plans, and improvements to build short-term value through subsidized and institutionally led development—with an emphasis on excellent design—and through public sector enhancements in the pedestrian environment and basic infrastructure.

**Subsidized Development.** Despite the loss of the redevelopment agencies and associated financing, opportunities remain for the City to participate. The City can contribute by either offering City-owned land for purchase or by offering favorable lease terms to help entice developers.

Another strategy for economic development is to build a full range of housing options, including units affordable to extremely low, very low, and lower income residents. Affordable housing projects can be eligible for federal and state subsidies, making them more likely to be built on the corridor. These projects can assist in revitalizing areas of the corridor and creating housing opportunities for the community. Over time, market rate, higher-density buildings, such as 4- and 5-story, wood-frame condominium buildings and midrise buildings, may become feasible without public subsidy.

**Institutional Development.** Partnering with anchor institutions may also spur redevelopment. The project area has many educational and medical institutions, including Pacific Hospital of Long Beach and Long Beach Memorial Hospital. These prominent organizations have voiced a desire to contribute to the corridor. Long Beach Memorial is currently completing a new master plan to comply with seismic retrofit regulations and adapt to changes in health care reform, future market dynamics, and community needs.

Phase 1 of the master plan includes improvements to the north campus area along Spring Street and Atlantic Avenue. Site improvements include the Miller Children’s Hospital Outpatient Village and medical center offices. This type of investment is key because these institutions have a long-range view for their community, are generally the landowners, and tend to be less driven by profit than private developers, making them ideal partners for advancement of the corridor.

**Public Improvements.** Public contribution to streetscape improvements and linkages can greatly increase private investment in the project area. The existing public realm is not alluring to developers and would-be dwellers. Enhancing the public realm, including the sidewalk, landscaping, open space, and bicycle facilities, is critical to attracting developers and property owners to invest and reinvest in the area.

**Improvement Districts.** Another successful tool for public improvements in the area would be the formation of business improvement districts, in which business owners choose to assess themselves for public enhancement projects. This usually results in more numerous and more enhanced public improvements, which has been shown to increase property values and private investment in the area. Similar types of districts are property-based improvement districts, which includes property owners, maintenance assessment districts, and community facility districts.

**Focused and Creative Development Standards.** The future vision for Midtown contains mixed-use and high-density, transit-oriented development. Mixed-use buildings can be expensive to construct and may be deterred if overly constrained by inflexible development standards.

For example, if the Specific Plan requires ground-floor retail throughout the corridor, it is possible that some of the new buildings would have vacant retail space for many years. Throughout the nation, cities and developers have learned to minimize the percentage of retail in mixed-use buildings, unless located in Downtown areas or key activity nodes. The requirement for ground-floor retail should be limited to selected nodes, rather than for all projects in the corridor, to avoid overbuilding retail that cannot be easily tenanted. To avoid ground-floor vacancies in the short term before the corridor matures and the market demands continuous retail, the Specific Plan allows for other land uses to be on the ground floor, provided they are constructed with a floor height consistent with retail storefronts.

## 2.4 COMMUNITY INPUT

The City of Long Beach conducted a series of focused outreach meetings and follow-up interviews with roughly 40 stakeholders and multiple neighborhood groups dating back to 2012. The meetings generated significant input from residents, local business owners, property owners, community organizations, local and regional transportation agencies, the

school district, medical and educational institutions, and developers. The following summarizes the input from the outreach effort.

- **Reduce Impacts of the Street Width:** Long Beach Boulevard is auto dominated with heavy, fast-moving traffic and numerous vehicular lanes, making the street loud to walk along and difficult to cross. The physical and visual size of the boulevard can overwhelm the overall experience, minimizing positive impacts of new development. Although the Metro Blue Line is an important City and regional transit asset, the center median and blue fence create long stretches along the corridor that limit vehicular and pedestrian crossings for residents and workers.
- **Enhance the Pedestrian Environment:** There is a lot of foot traffic and bicycle use on Long Beach Boulevard, but the environment feels cold and uninviting to pedestrians, with predominantly gray concrete sidewalks and limited landscaping, art, and color. Palm trees offer a framed vista along the corridor but do not provide adequate shade for pedestrians and bicyclists. The boulevard should be lined with shops and restaurants that introduce areas filled with cafés and outdoor dining.
- **Improve Bicycle Access:** Bicyclists use the sidewalk because they feel unsafe or uncomfortable riding in the street among the cars, trucks, buses, and trains. Bike lanes currently stop at the edge of Downtown and could be extended into Midtown. Incorporating a Complete Streets approach to mobility could help to accommodate all transportation modes along the corridor: bicycles, pedestrian, automobiles, and transit.
- **Make It a Street Worth Its Namesake:** Long Beach Boulevard is named after the City, but currently does not offer a strong positive impression of Midtown or provide an attractive gateway to Downtown. The boulevard needs improvements and branding to help create a reason for being on the corridor, to attract new residential and commercial investment, and to show that “somebody cares about this street.”
- **More Park Space throughout Midtown.** Residents spoke uniformly in their desire for more parkland and open spaces in Midtown and along Long Beach Boulevard. Although the public understood that it can be difficult to create new open spaces in a built-out area, they looked to the City and this Plan to generate creative solutions for Midtown—particularly if the Specific Plan proposes to add new residents.
- **Show Progress on Innovative Ideas.** The community understood that Midtown would not improve overnight, but they wanted more than a long-term plan that waits for the market to respond. Residents and businesses support the idea of demonstration projects, where something temporary can become successful and permanent. The community grew excited about possible improvements and felt comfortable testing them in a temporary fashion.

The following is a partial list of the community organizations and stakeholders involved in the development of this Plan:

Centro Shalom  
 City Fabrick  
 Ecotech  
 Environ Architecture  
 Hancock University  
 Interstices  
 JR van Dijs, Inc.  
 Left Coast Sports Innovations  
 Long Beach Central Project Area Council  
 Long Beach Memorial Medical Center / Miller  
 Children's Hospital  
 Long Beach Rescue Mission  
 Long Beach Unified School District  
 Los Angeles County Metro  
 Meta Housing Corporation  
 New City Public Schools  
 Pacific Hospital Long Beach  
 Sourcing International  
 St. Mary Medical Center  
 Urban Village



- **Keep the Community Involved.** Improving Midtown will require partnerships and coordination, not only among multiple governmental agencies, but also among local institutions, businesses, community organizations, and residents. Ultimately, the ideas and designs must be owned and shaped by the residents and businesses to have long-lasting cultural or aesthetic value in the community. Developing a plan that incorporates consistent participation by the community in the Plan's implementation will increase its chances for success. Local businesses suggested the creation of an improvement district that focuses purely on tasks, programming, and improvements for the betterment of Midtown.
- **Live, Work, and Play in Midtown.** Midtown residents and workers share many of the same attitudes and preferences as others in California. They want to shop close to where they live, work where they live, and play where they live. The community sees a strong employment and transit base in Midtown and believes the City can make improvements that enhance their ability to spend more of their life in Midtown. With the potential influx of new housing options, many residents want to see an opportunity to stay in Midtown and have access to housing that is affordable to the existing community.
- **Leverage the Medical Center.** The Long Beach Memorial Medical Center currently emphasizes its entrance along Atlantic Avenue, but plans on enhancing its presence along Long Beach Boulevard through the design and placement of buildings and streetscape. Branding for the hospital is shifting from sick care to healthcare environment with a tagline of "The Good Life." This theme focuses on wellness and preventative care and complements the land use plan and opportunities for Midtown.
- **Make Midtown Safer.** The community discussed safety concerns created by the physical environment and level of activity in Midtown. A lack of lighting along Long Beach Boulevard and its cross-streets was cited by many as one contributing factor to safety in Midtown. A more complex factor raised by the community was the lack of a reason to be in Midtown. Residents and businesses understood that more people needed to be on the street in Midtown shopping, working, and participating in community activities during the day and night.
- **Reduce the Cost of Change.** The business and property owners stated their support for and desire to participate in improving Midtown. The cost and development fees and the complexity of the development process were viewed as an area where the City could directly reduce barriers to change. The community understood that the fees paid for legitimate and necessary expenses but saw the need to incentivize improvements in as many ways as possible.

# 3

## **LAND USE PLAN & DEVELOPMENT STANDARDS**

**MIDTOWN SPECIFIC PLAN**

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## 3.0 Land Use Plan and Development Standards

### 3.1 PROJECT VISION AND GUIDING PRINCIPLES

#### 3.1.1 Vision: A Vibrant Midtown

Midtown will be a vibrant and thriving community for our children, family, and friends. Midtown will be known for its unique blend of parks, strong businesses, and transit-oriented housing. Additionally, Midtown will be an early leader in multi-modal transportation practices where a person can safely and easily travel by walking, riding a bike, catching a bus, taking a train, or driving a car.

#### 3.1.2 Guiding Principles

Five principles accompany the vision to guide the Specific Plan and support citywide efforts to increase non-motorized transportation, promote healthy living options, and work toward a more sustainable future.

#### 1. Enhanced Mobility and Complete Streets

Long Beach Boulevard must evolve to prioritize and enhance the walkability of the corridor, improve mobility options for bicycles and transit riders, and preserve functionality of the corridor as a thoroughfare for automobiles. The addition of trees, landscape, furnishings, and bikeways; improved pedestrian crossings; and small changes in travel lanes will enhance the public realm experience for all users.

#### 2. Safety and Wellness

The physical environment plays a critical role in our community's overall health. Providing active and passive park spaces for urban neighborhoods along Long Beach Boulevard is critical to improve health and wellness. A well-designed street creates a safer and more appealing setting for families, bicyclists, and others along the corridor. Additionally, the Plan proposes physical and programmatic connections between health-related institutions, park areas, and the public right-of-way.

#### 3. A Sustainable Future

The City of Long Beach supports a sustainable future for its residents, its businesses, and the environment. The Midtown area should improve and develop in a sustainable manner by decreasing the reliance on automobiles, reducing the urban heat-island effect, and promoting a balance of jobs and housing.

#### 4. Supporting Urban Amenities

The supporting amenities serving Midtown must be improved to stimulate reinvestment and attract new development. Midtown must be an enjoyable place to live and do business. Improvements and new development will

### MIDTOWN VISION

**Midtown will be a vibrant and thriving community for our children, family, and friends.**

**Midtown will be known for its unique blend of parks, strong businesses, and transit-oriented housing.**

**Additionally, Midtown will be an early leader in multi-modal transportation practices where a person can safely and easily travel by walking, riding a bike, catching a bus, taking a train, or driving a car.**

### GUIDING PRINCIPLES

**Enhanced Mobility and Complete Streets**

**Safety and Wellness**

**A Sustainable Future**

**Supporting Urban Amenities**

**Working with and for the Community**

seek out urban amenities such as attractive rights-of-way, safe and efficient bikeway and pedestrian facilities, parks and parklets, and landscaping enhancements.

### 5. Working with and for the Community

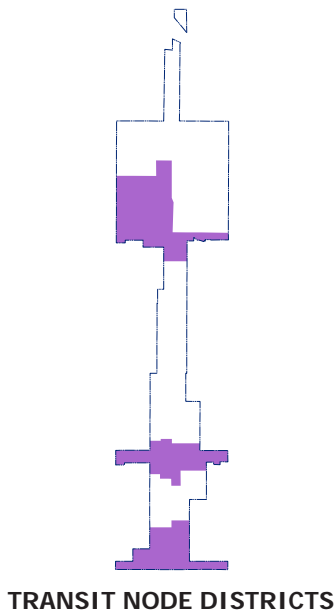
The ideas and plans presented in this Specific Plan were generated by close coordination with the existing resident, business, property owner, and development communities. Working with and for the community does not stop after the adoption of the Plan. This Plan places special emphasis on coordinating public and private improvements and programming with Long Beach Memorial and other medical facilities in Midtown.

### 3.2 LAND USE DISTRICTS

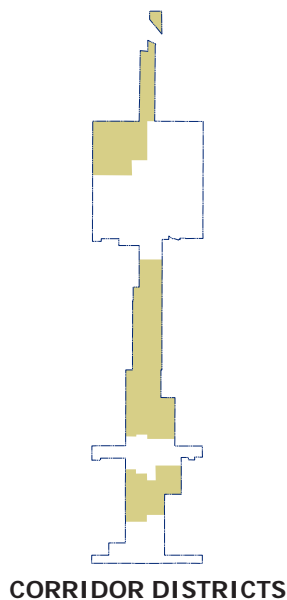
The Specific Plan project area consists of 369 acres that cover a two and a half-mile segment of Long Beach Boulevard between Anaheim Street to the south and Wardlow Road to the north. The eastern and western boundaries generally range from roughly 300 feet at midblock locations to a quarter mile at transit nodes from Long Beach Boulevard.

The Midtown Specific Plan regulates the project area through the application of four development districts: Transit Node, Corridor, Medical, and Open Space. Each district has its own development standards and land use patterns.

Figure 3-1 and Table 3-1 summarize the development intensity and boundaries for each district, including the projected distribution of development potential by district subarea.



TRANSIT NODE DISTRICTS



CORRIDOR DISTRICTS

#### Transit Node (TN)

The Transit Node District supports compact, transit-oriented mixed-use and residential development centered on the three Metro Blue Line stations. This district is characterized by intense building types, including mid- and low-rise podium, mixed-use flex blocks, liners, stacked flats, and live-work units.

Building heights and lot coverage patterns reflect significant intensities, with minimum height requirements of three stories and maximum height limits of ten stories. The district accommodates retail, restaurant, entertainment, and other pedestrian-oriented uses at street level, with offices or flats above in mixed-use buildings.

#### Corridor (CDR)

The Corridor District is applied to properties along Long Beach Boulevard between Blue Line stations and the 405 Freeway. It is intended to provide housing options and neighborhood-serving uses within walking distance of a transit node.

Building types include lined block, stacked flats, courtyard housing, live-work, rowhouses, and tuck-under units. Multifamily residential and mixed-use projects are in two- to four-story buildings. Single-use, neighborhood-serving uses occupy buildings between one and three stories. Mixed-use and non-residential projects are centered on key intersections while residential and public/quasi-public uses infill at midblock locations.

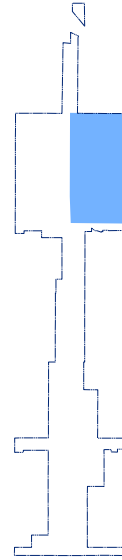
**Medical (M)**

The Medical District establishes a comprehensive health campus based on the Long Beach Memorial Medical Center’s master planning efforts. The district anticipates a campus that activates both Atlantic Avenue and Long Beach Boulevard with a mix of uses, connects physically to Veterans Memorial Park, and engages corridor businesses and the entirety of Midtown programmatically.

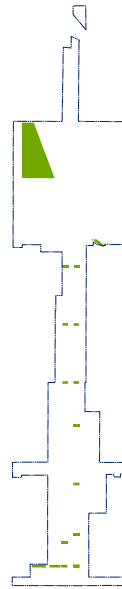
The district has the widest range of building types and multiple parking structures at varying heights and intensities. In addition to improved buildings, pedestrian access, and landscaping improvements on campus, the medical center is committed to improving the health and well-being of the community and will host events to strengthen its relationship with the local neighborhoods. Access to the campus, facilities, local events, and increased outreach will aid in creating a greater sense of community for the corridor.

**Open Space (OS)**

The Open Space District identifies existing areas reserved for community and mini-parks, and creates new space for parklets. Proposed parklets provide much-needed active and passive open spaces for neighborhoods along Long Beach Boulevard to promote an active lifestyle, community gardening, art, and safe places for children and other residents. Future park improvements are planned for a portion of the existing Veterans Park in connection with Long Beach Memorial Medical Center programming. Additional open space is encouraged along the corridor in connection with new development.



**MEDICAL DISTRICT**



**OPEN SPACE DISTRICTS**

### 3.3 OPEN SPACE PLAN

Integrating open space into an existing urban corridor can be challenging. This Specific Plan builds on existing amenities and capitalizes on the right-of-way to offer new park opportunities. Enhancing open space is not only important for serving the Midtown area, but also as part of the City's overall goal of providing 1,000 new acres of park space.

#### 3.3.1 Existing Open Space

Midtown's neighborhoods are currently underserved when it comes to accessible open space. Existing park space is primarily in the northern portion of the Specific Plan area, and the largest number of residents are in the central portion of the Plan area.

##### **Veterans Memorial Park**

This 14.7-acre park is the biggest continuous area of open space in Midtown and the only accessible large park space for many Midtown residents. Amenities in Veterans Park include sports fields/courts and a community recreation center. The park's proximity to the Memorial Medical Center and Willow Metro Blue Line station provides an opportunity for increased use of and connection to the park by residents, employees and visitors to the area.

##### **Fellowship Park and 14th Street Park**

Small neighborhood parks account for approximately two acres of the Open Space District. Fellowship Park is a mini-park that offers a small area of recreation for nearby residents. 14th Street Park serves the southern portion of Midtown adjacent to Anaheim Avenue. This open space area is home to a skate park and connects to Seaside Park west of Pacific Avenue. 14th Street Park has the opportunity to serve additional users and better connect and integrate with surrounding land uses.

#### 3.3.2 Proposed Open Space

Open space opportunities in Midtown include the expansion of active programming in Veterans Park, the creation of new "parklets," and the provision of other off-site and on-site open space.

This concept creates exciting outdoor spaces for recreation by capping side streets to create small street parks or parklets. This "Pavement to Plazas" concept is seen elsewhere in the City through on-street parking spaces converted into plaza space. The City's Mobility Element further reinforces the continued implementation of the "Pavement to Plazas" concept. Adding open space to an urbanized area is difficult, but this Specific Plan identifies 11 sites for parklets throughout Midtown.

The “Pavement to Plazas” concept allows unused or low-volume segments of roadways to be reclaimed and turned into small public plazas. In Midtown, parklets could consist of a quarter acre of street right-of-way at select neighborhood streets intersecting with Long Beach Boulevard. A parklet could provide space for a community garden or sports area such as a basketball or handball court. Other amenities could include tables and chairs, playground equipment, or even a screen area to show movies.

As depicted in Figure 3-2, parklets are also strategically placed at block crossings to improve pedestrian connections across the street and to add shade and resting places for pedestrians traveling along the corridor. These small street parks can be implemented incrementally with a demonstration parklet to showcase community involvement, collaboration with the City, and potential sponsorship by local businesses. The creation of the first parklet would serve as a template for the City, and the remaining 10 parklets could be programmed for implementation over time.

The Specific Plan also designs better connections between existing and proposed open spaces through public realm improvements. Such improvements will create more pedestrian- and bicycle-friendly facilities, shade trees, and resting places along the corridor. Figure 3-2 shows



*A lively parklet could provide a space to take a work break or to meet up with neighbors. The illustrative above is shown for conceptual purposes only.*



existing and proposed open space within and near the Midtown Specific Plan boundaries. Open space standards are covered in Section 3.6.

### 3.4 DEVELOPMENT STANDARDS

The development standards translate the Specific Plan vision and principles into prescriptive evaluation standards and guidelines, ensuring that new development projects activate the public realm, exhibit high standards of urban design and landscaping, and maximize flexibility and development feasibility for public and private projects.

#### 3.4.1 Permitted Uses

Table 3-2 shall regulate land uses in the Midtown Specific Plan area. The table provides uses by district: Transit Node District, Corridor District, and Medical District. The uses are indicated by abbreviation: e.g., permitted (Y), not permitted (N), permitted by Conditional Use Permit (C), permitted as accessory use (A), and permitted as a temporary use (T).

All land uses not listed in Table 3-2 shall be prohibited, except that the Zoning Administrator has the authority to interpret, in cases of uncertainty, the intent of this ordinance as to whether an unlisted land use shall be designated Y, N, C, AP, A, or T, subject to verification by the Planning Commission upon appeal by the applicant, through the Classification of Use process provided in Division VI of Chapter 21.25 of the Zoning Regulations.

#### **Affordable Housing**

As part of the redevelopment strategy for the former Central Long Beach Redevelopment Project Area, several parcels were assembled along the Long Beach Boulevard corridor to provide strategic investment for affordable housing development. These parcels are identified on Figure 3-3, Parcels Owned by the Long Beach Community Investment Company.

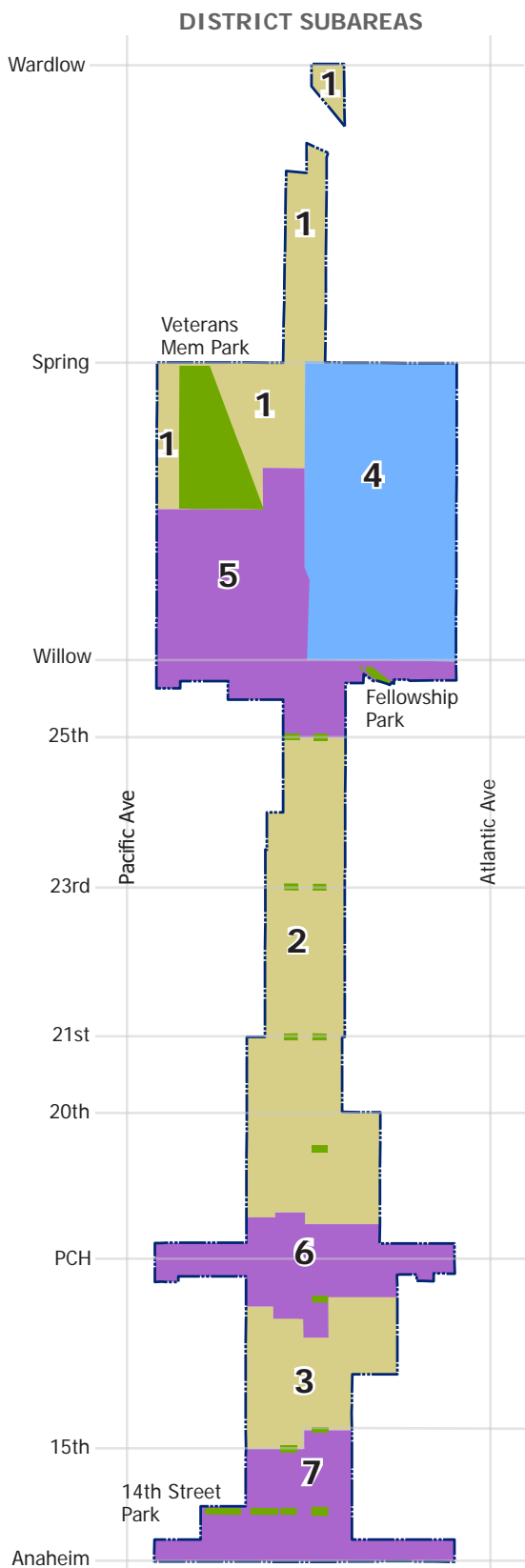
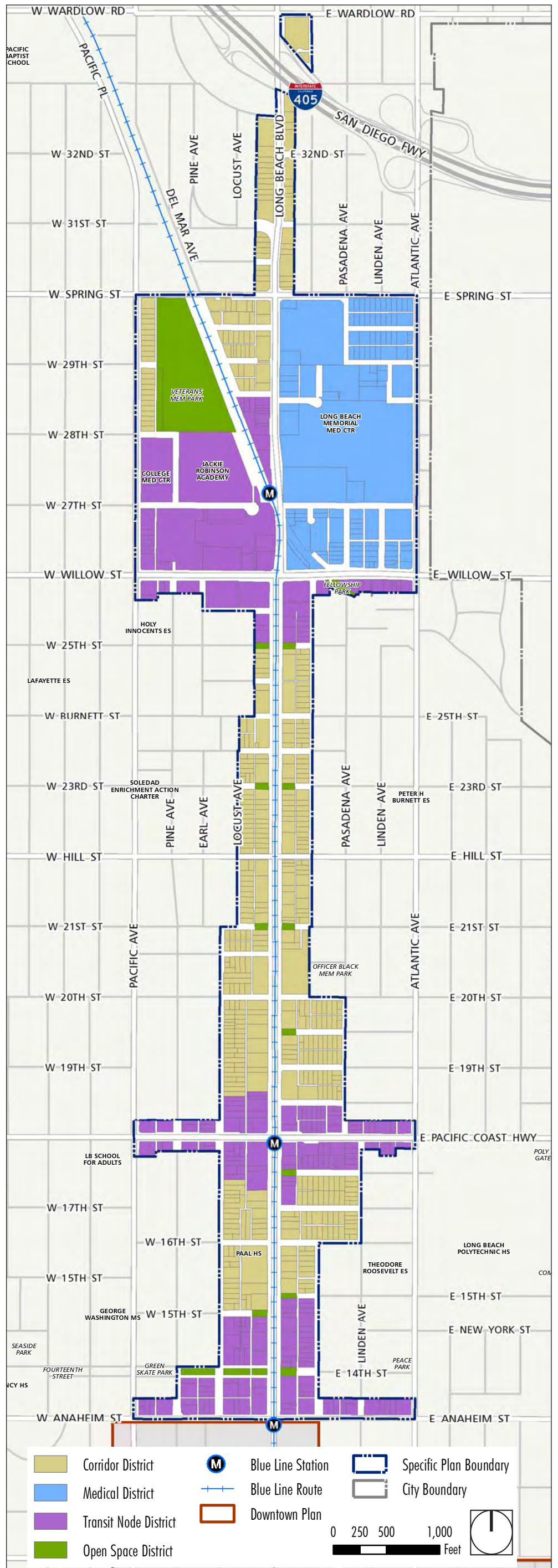
Key parcels remain under the ownership of the Long Beach Community Investment Company (LBCIC) and must be developed consistent with the regulatory requirements contained in the California Health and Safety Code, as amended by SB 341. Uses inconsistent with these requirements are prohibited, even on a temporary basis. The LBCIC intends to offer these parcels for development over the next year or two through competitive bid for low-, very low-, and extremely low-income affordable housing. The development of these parcels for affordable housing purposes is also consistent with the City's certified Housing Element for the period of 2013-2021.

TABLE 3-1 LAND USE SUMMARY BY DISTRICT

Land Use Summary by District					
District	Acres	Typical Density (per ac)	Dwelling Units	Comm/Employ Sq Ft	Hotel Rooms/Hospital Beds
<b>Corridor Districts</b>					
1	22	15-40	408	274,766	---
2	51	15-40	924	331,815	---
3	20	15-40	450	92,663	---
<b>Total</b>	<b>93</b>	<b>-</b>	<b>1,782</b>	<b>699,244</b>	<b>---</b>
<b>Medical District</b>					
4	63	20-30	300	757,600	854 beds
<b>Total</b>	<b>63</b>	<b>-</b>	<b>300</b>	<b>757,600</b>	<b>854 beds</b>
<b>Transit Node Districts</b>					
5	44	30-60	774	924,296	175 rooms/148 beds
6	20	30-60	362	297,125	102 rooms
7	19	30-60	401	319,000	---
<b>Total</b>	<b>83</b>	<b>-</b>	<b>1,537</b>	<b>1,540,421</b>	<b>277 rooms/148 beds</b>
OS <sup>1</sup>	18	-	-	-	-
ROW	112	-	-	-	-
<b>Total</b>	<b>369</b>	<b>-</b>	<b>3,619</b>	<b>2,997,265</b>	<b>277 rooms/983 beds</b>

Note:  
 1. The Open Space District consists of 15.2 acres of existing park area plus 2.6 acres of future parklets. Figures above subject to rounding.

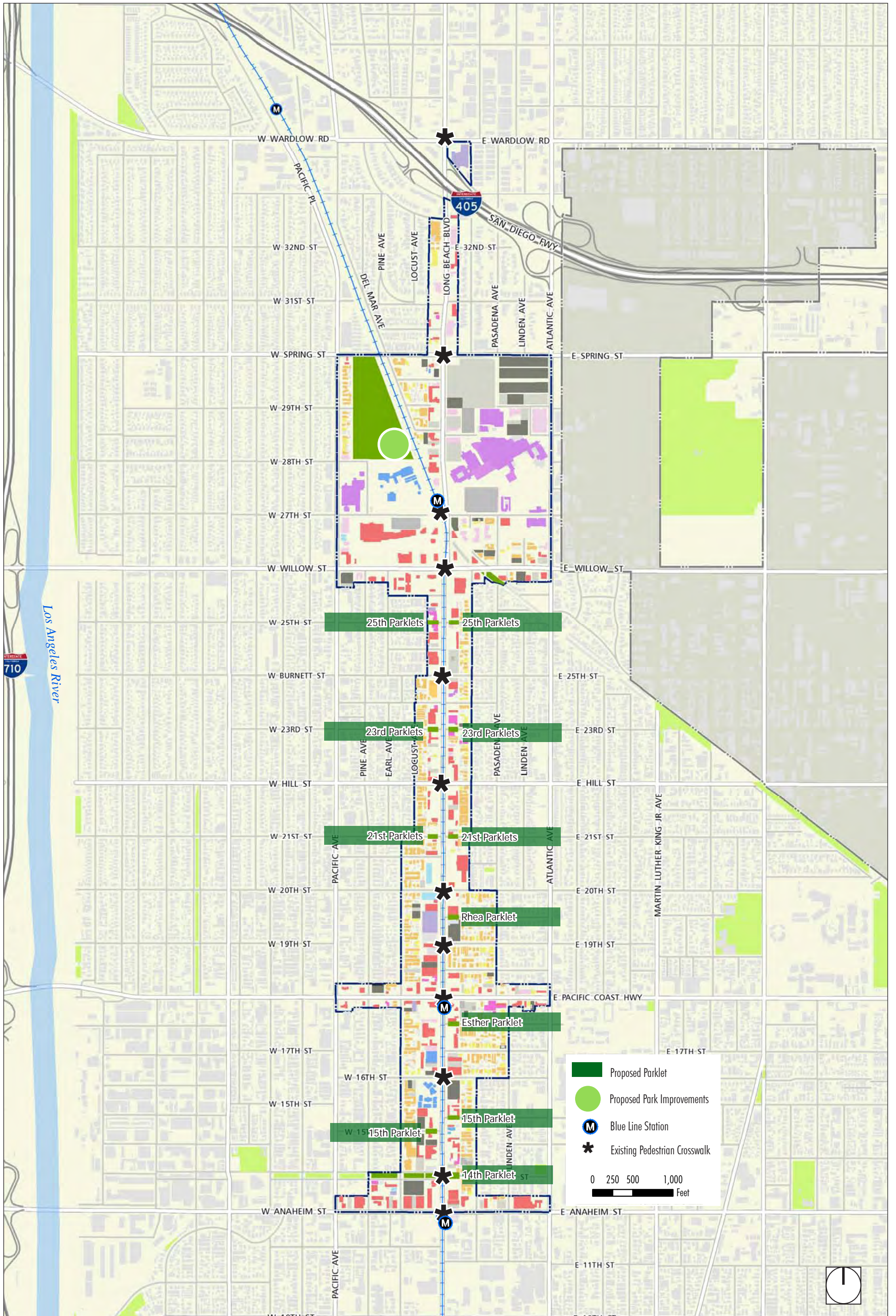
FIGURE 3-1 LAND USE PLAN



This map divides the land use districts into subareas to summarize the approximate distribution of development potential throughout the Midtown Specific Plan.

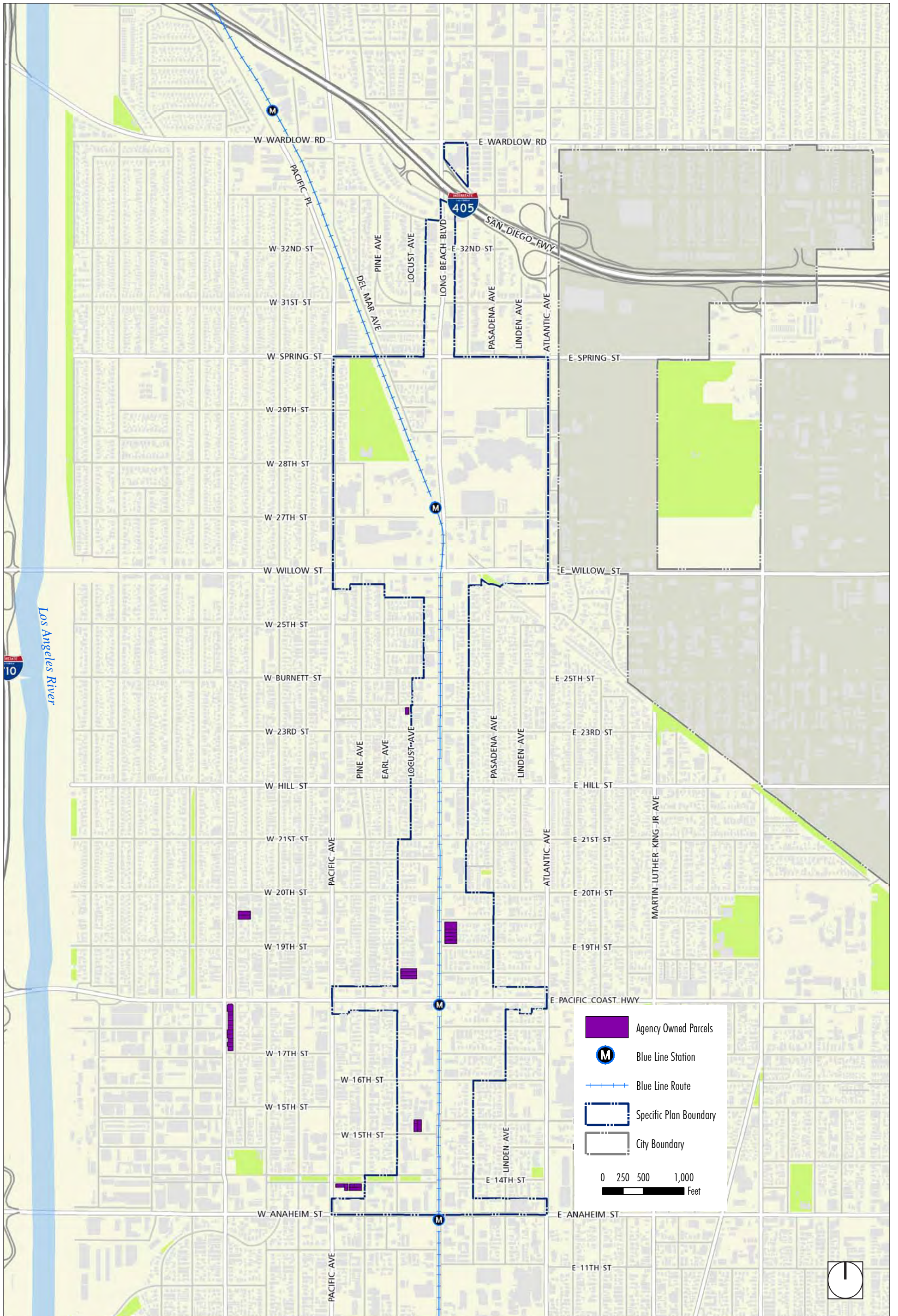
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FIGURE 3-2 OPEN SPACE AND CORRIDOR CONNECTIONS



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FIGURE 3-3 THE LONG BEACH COMMUNITY INVESTMENT COMPANY HOUSING DEVELOPMENT SITES



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**TABLE 3-2 PERMITTED USES**

<b>Use and Key to Permit Requirements</b> Y = Permitted use N = Not permitted C = Conditional use permit AP = Administrative use permit A = Accessory use T= Temporary Use	Transit Node District	Corridor District	Medical District	<b>Notes and Exceptions</b> Code section numbers reference the Long Beach Municipal Code
<b>Alcohol Beverage Sales</b>				
Off-premise sales	C	C	C	see note (a)
On-premise sales	C	C	C	see note (a)
<b>Automobile</b>				
Auto detailing, with handheld machines only	AP	AP	A	Inside parking structures or garages only
Bus yard	N	N	N	
Car wash	N	N	N	
Gasoline sales	N	N	N	
General auto repair	N	N	N	Body work, painting, major mechanical work, etc., as defined in 21.15.280
Minor auto repair	AP	AP	N	Permitted only on the ground floor. Installation or sale of stereos and car alarms prohibited.
Limousine service	A	A	N	Accessory to hotel use only; no auto repair services
Motorcycle/scooter/jet ski sales	AP	AP	N	Conditional use permit when located above the 1st floor. Indoor showroom only. Drop-off for off-site repair is allowed. Oil changes and minor on-site repair of tires, lights, etc., are allowed; any engine repair is prohibited on-site. No engine demonstrations on-site.
Parking structure	A/C	A/C	A/C	Stand-alone and applicable as accessory use to multi-family, hotel, etc. (applies only to parking structure)
Recreational vehicle storage	N	N	N	
Rental agency	A	N	N	Accessory to hotel use only; no auto repair services
Vehicle/automotive parts	AP	N	N	No installation services permitted
Vehicle sales	AP	AP	N	Indoor showroom only, no outdoor sales
<b>Billboards</b>				
Billboards/off-site advertising	N	N	N	Regardless of size
<b>Entertainment</b>				
Amusement machines	A	A	A	Limited to four or fewer
Arcade, bowling alley, miniature golf, tennis club, skating rink, or the like	C	C	N	
Banquet room rental	A/AP	A/AP	N	Accessory use permit when accessory to restaurant or hotel; when not an accessory, an administrative use permit



**TABLE 3-2 PERMITTED USES**

<b>Use and Key to Permit Requirements</b> Y = Permitted use N = Not permitted C = Conditional use permit AP = Administrative use permit A = Accessory use T= Temporary Use	Transit Node District	Corridor District	Medical District	<b>Notes and Exceptions</b> Code section numbers reference the Long Beach Municipal Code
Dancing	A	A	N	Accessory to restaurant, hotel, banquet room only
Live or movie theater	Y	Y	N	
Private club, social club, night club, pool hall	C	C	N	City council hearing required for new and transferred business licenses
Restaurant with entertainment	Y	Y	N	City council hearing required for new and transferred business licenses
<b>Financial, Professional, and Personal Services</b>				
Basic professional services, non-medical	Y	Y	C	Examples include: barber/beauty shop, catering (w/o trucks), pet grooming, dry cleaner, housing cleaning service, locksmith, mail box rental, nail/manicure shop, repair shop for small appliances or electronics, bicycle sales/repair, tailor, shoe repair, tanning salon, travel agent, accounting, advertising, architecture, artist studio, bookkeeping, business headquarters, computer programming, consulting, contracting, engineering, insurance, law, marketing, photography, real estate, tax preparation, or visitor information center
Basic professional services, medical	Y	Y	Y	Examples include: chiropractors, dentistry, diet/nutrition center, medicine, medical laboratory, professional care providers, psychiatry, psychology, or veterinary clinic
ATM	Y/AP	Y/AP	Y	Permitted (Y) when in building interior; Administrative use permit when on building exterior or as a freestanding, walk-up machine
Bail bonds	N	N	N	Only within 600 feet of a police station, jail, or court
Bank, credit union, savings and loan	Y	Y	Y	Drive-thru windows prohibited
Business support service	Y	Y	Y	Copy, fax, mail box rental, supplies; business equipment rental, sale, and repair
Check cashing, payday loans, cash for gold	N	N	N	Subject to 21.45.116
Escrow, stocks, and bonds broker	Y	Y	Y	

**TABLE 3-2 PERMITTED USES**

<b>Use &amp; Key to Permit Requirements</b> Y = Permitted use N = Not permitted C = Conditional use permit AP = Administrative use permit A = Accessory use T= Temporary Use	Transit Node	Corridor District	Medical District	<b>Notes &amp; Exceptions</b> Code section numbers reference the Long Beach Municipal Code
Fitness center, gymnasium, health club, personal training, martial arts studio, dance/ ballet studio	Y	Y	Y	
Laundromat	Y	Y	A	
Massage therapy	A/C	A/C	A/C	Subject to 21.51.243; accessory use permit when accessory to other uses; as a principal use, a conditional use permit
Major appliance repair	C	C	N	Permitted only on the ground floor. Stove, refrigerator, upholstery, lawn mowers, etc.
Self-storage, mini-warehouse, etc.	N	N	N	
Shoe-shine stand	A	A	A	Indoor or outdoor
Tattoo parlor	C	C	N	Minimum 1,000 feet from any public school and 200 feet from any residential zone
Termite and pest control	N	N	N	
Vending machines (exterior)	N	N	N	
<b>Institutional</b>				
Adult day care	Y	Y	Y	
Church or other house of worship	C	C	A	Minor conditional use permit
College, university, business or professional school	Y	Y	Y	
Convalescent hospital or home	N	N	Y	
Day care or pre-school	Y	Y	A	When not accessory to a residence
Elementary or secondary school	Y	Y	N	
Emergency shelter	N	N	N	
Government offices, fire or police station, courthouse, library, or other government facility	Y	Y	Y	
Hospital, medical center, urgent care facility	C	C	Y	
Industrial arts trade school or rehabilitation workshop	AP	AP	AP	
Museum	Y	Y	A	
Mortuary or funeral home	N	N	N	Minimum 600 feet from any residential zone, as defined in 21.52.211
Parsonage	A	A	N	Accessory to a house of worship
Social service office	C	C	C	As defined in 21.15.2795 w/ or w/o food distribution

**TABLE 3-2 PERMITTED USES**

Use & Key to Permit Requirements	Transit Node	Corridor District	Medical District	Notes & Exceptions
Y = Permitted use N = Not permitted C = Conditional use permit AP = Administrative use permit A = Accessory use T = Temporary Use				Code section numbers reference the Long Beach Municipal Code
<b>Residential</b>				
Single-family detached	N	N	N	
Single-family attached or townhome	Y	Y	Y	Only in a vertically mixed-use project in Transit Node District
Multi-family	Y	Y	Y	
Live-work / artist studio with residence / shopkeeper unit	Y	Y	Y	
Child day care, 14 or fewer children	A	A	A	Subject to 21.51.230
Child day care, more than 14 children	C	C	A	Subject to 21.52.249
Community correctional reentry facility	N	N	N	
Special group residence	C	C	C	As defined in 21.15.2810 subject to 21.52.271
<b>Restaurants &amp; Ready-to-Eat Foods</b>				
Restaurants & ready-to-eat foods	Y	Y	Y	Drive-thru lanes prohibited
Outdoor dining	A	A	A	
Vending cart (food only)	AP	AP	AP	Subject to 21.45.170
<b>Retail Sales</b>				
Basic retail sales	Y	Y	Y	
Building supply or hardware store with lumber, drywall, or masonry	N	N	N	Hardware stores w/o lumber, drywall, or masonry are considered basic retail
Flower stand or newsstand	Y	Y/AP	Y/AP	Subject to 21.45.135, except subsection (B.1.); permitted (Y) when a principal use; Accessory use permit when an accessory to another use
Itinerant vendor	T	T	T	Permitted only on the ground floor
Major appliance sales	Y	Y	N	Refrigerators, stoves, etc.
Manufacture of products sold on-site	A	A	N	
Outdoor flower, plant, fruit, or vegetable sales	A	A	A	Maximum of 6,000 Sq Ft
Outdoor swap meet, flea market, sales event	T	T	N	Permitted only on the ground floor
Thrift store, used merchandise, consignment	C	C	C	
Vending cart (non-food items)	AP	AP	AP	
<b>Temporary Lodging</b>				
Bed and breakfast inn	AP	AP	N	Subject to 21.52.209; inns with fewer than seven guest rooms are exempt from AP requirement

**TABLE 3-2 PERMITTED USES**

<b>Use &amp; Key to Permit Requirements</b>  Y = Permitted use N = Not permitted C = Conditional use permit AP = Administrative use permit A = Accessory use T = Temporary Use	Transit Node	Corridor District	Medical District	<b>Notes &amp; Exceptions</b>  Code section numbers reference the Long Beach Municipal Code
Hotel	Y	Y	Y	As defined in 21.15.1380
Motel	N	N	N	As defined in 21.15.1380
Youth hostel	AP	AP	N	
<b>Miscellaneous and Other Uses</b>				
Adult entertainment business	N	N	N	
Cargo/shipping container for residential and non-residential uses	C	C	C	Permitted as building material for residential and non-residential uses when all other zoning and building code regulations are satisfied, and subject to Site Plan Review
Carnival, event, fair, fiesta, outdoor exhibition, seasonal sales, trade show, and the like	T	T	T	Subject to 21.53.109 and 21.53.113
Cellular or wireless facility	Y	Y	Y	Building or roof-mounted only, subject to 21.45.115; freestanding monopoles are prohibited
Electric distribution station/substation	N	N	N	
Firearms or other weapons sales or repair	N	N	N	
Medical marijuana dispensary, medical or recreational marijuana retail outlet, THC-laced foods or other edible or consumer product manufacture or sales, marijuana cultivation or grow facility, cannabis collectives or cooperatives, and other similar or related uses	N	N	N	Unless preempted by State or National legislation
Park, community gardens, parklets	Y	Y	Y	
Recycling center	N	N	N	Permitted only on the ground floor. Subject to 21.51.265, no more than four vending machines at one location; excludes attended centers
Transportation facilities	C	C	C	Bus terminals, cab stands, heliports/helistops, train stations, etc.
Towing – accessory or principal use	N	N	N	
<b>Notes:</b> (a) The following alcoholic beverage sales may be exempted from the Conditional Use Permit requirement: 1. Restaurants with alcoholic beverage service only with meals. This generally means any use with a fixed bar is not exempt. A service bar is not considered a fixed bar. For example, a sushi bar, where alcoholic beverages are served at the same bar where meals are served, is considered serving alcoholic beverages only with meal service. A cocktail lounge without a bar, but with primarily service of only hors d'oeuvres and alcoholic beverages is not exempt. Any restaurant with more than 30 percent of gross sales consisting of alcoholic beverages shall lose its exemption and be required to obtain a Conditional Use Permit to continue to sell alcohol. 2. Department store or florist with accessory sale of alcoholic beverages. 3. A brew pub or other similar facility that produces for on-site consumption may offer off-premises sales in accordance with state law. 4. Grocery stores of 20,000 square feet or greater with accessory sale of alcoholic beverages.				



Mixed-use buildings with ground floor retail uses create an active, pedestrian-friendly environment.

### 3.4.2 Development Intensity

Within the Midtown area, development intensity is regulated by standards for height, floor area ratio (FAR), unit size, and lot size. Table 3-3 and Figure 3-3 provide the minimum and maximum intensity standards. The Transit Node District is divided into two areas, reflecting the need to transition between the more intense development immediately surrounding the transit stations and the surrounding neighborhoods.

To encourage lot consolidation and through-block development, the maximum building height and FAR standards are staggered based on parcel depth. Parcels that are currently at least 200 feet in depth are qualified to reach the maximum development intensity. Parcels of less than 200 feet in depth are permitted to reach a lower level of intensity, but are encouraged to consolidate with adjacent parcels to maximize development potential and avoid orphaned parcels. Development created through lot consolidation shall be developed as a unified site.

The standards in this Plan have been developed to foster an urban street environment. A minimum streetwall height has been established along key streets to maintain a consistent “public room” (as shaped by building

**TABLE 3-3 DEVELOPMENT INTENSITY STANDARDS**

Standard	Transit Node High	Transit Node Low	Corridor	Medical
Maximum building height <sup>1,2,3</sup>				
On parcels <200 feet deep	4 st / 50 ft	3 st / 36 ft	3 st / 36 ft	No Limit
On parcels ≥200 feet deep	10 St / 100 ft	5 st / 65 ft	5 st / 65 ft	
Minimum streetwall height	See Figure 3-3			
Minimum ground floor height <sup>7</sup>	18 ft	18 ft	14 ft	14 ft
Maximum FAR <sup>3,4</sup>				
On parcels <200 feet deep	2.0	1.5	1.5	4.0
On parcels ≥200 feet deep	4.0	3.0	3.0	
Minimum unit size <sup>5,6</sup>	600 sf			
Minimum lot size	10,000 sf			none

Notes:

1. Architectural projections are building elements (e.g., towers, cupolas) that are added to building faces to provide architectural interest without adding interior floor area. The maximum height of any architectural projection is 10 feet above the maximum building height.
2. If a project straddles two or more height areas, each height area shall remain in effect, as identified on Figure 3-4, unless approved by the Site Plan Review Committee.
3. Parcel depth shall be measured from the property line parallel to and/or fronting Long Beach Boulevard, Spring Street, Willow Street, Pacific Coast Highway, or Anaheim Street. If a parcel cannot be consolidated with an adjacent parcel (e.g., adjacent parcels are outside of the Specific Plan or adjacent parcels have already been developed under the Specific Plan), exceptions can be made by the Site Plan Review Committee. The Site Plan Review Committee shall also consider exceptions for parcels larger than 20,000 square feet where available lot depth is less than 200 feet however a mix of uses at increased height and density may be accommodated consistent with the design guidelines contained in Chapter 5.
4. Sections 21.15.1070 and 21.15.1090 of the Municipal Code define and describe FAR.
5. Up to 15 percent of a project's units may be a minimum of 450 sq ft if approved through the Site Plan Review process and if the Site Plan Review Committee finds that the reduced-size units are high-quality dwelling units with sufficient amenities to be livable, desirable dwelling units, to be determined at the sole discretion of the Site Plan Review Committee. A variety of housing unit types and sizes is required for all development projects.
6. Replacement of any unit demolished, as defined in Section 21.15.750 of the Municipal Code, shall be subject to the required new unit size.
7. The Site Plan Review Committee may reduce the minimum ground floor height to 15 feet if architectural treatments are included to accentuate the ground floor and building entrance.

on both sides of the street). Minimum streetwall heights are provided on Figure 3-3. Streetwalls vary by district—shorter multi-story buildings in the Corridor District, a tier of more intense heights in Transit Nodes (dividing this district into two categories, high and low), and larger institution buildings in the Medical District.

The streetwall is the most visible component of a building. The design of the streetwall is what the user of the street will experience most intimately from the public realm; it is one of the biggest contributors to Midtown’s character. See Chapter 5, Design Guidelines, for streetwall design standards.

### 3.4.3 Building Placement

The placement of buildings plays an important part in creating character and a sense of place in Midtown. Along Long Beach Boulevard and around the transit stations, the standards reflect an urban, walkable atmosphere where dense commercial, residential, and mixed-use buildings are placed close together and create a consistent streetwall that shapes the experience of pedestrians, bicyclists, and passing motorists.

Elsewhere, the setback standards emphasize minimum setbacks to provide attractive landscaping and a buffer from street activity for pedestrians. Standards are identified in Table 3-4 and on Figure 3-4.

**TABLE 3-4 BUILDING PLACEMENT STANDARDS**

Build-to Line / Setback <sup>1</sup>	Min	Max
<b>Street Fronting</b>		
Zero-foot build-to line <sup>2</sup>	0 ft	5 ft
6-foot setback	6 ft	none
10-foot setback	10 ft	none
<b>Interior</b>		
Adjacent to property outside Specific Plan	5 ft	none
Adjacent to side or rear yard of property within the Specific Plan <sup>3,4</sup>	5 ft	none
Adjacent to an alley <sup>5</sup>	10 ft	none
Building to building on same lot	0 ft (shared wall) or 10 ft	none

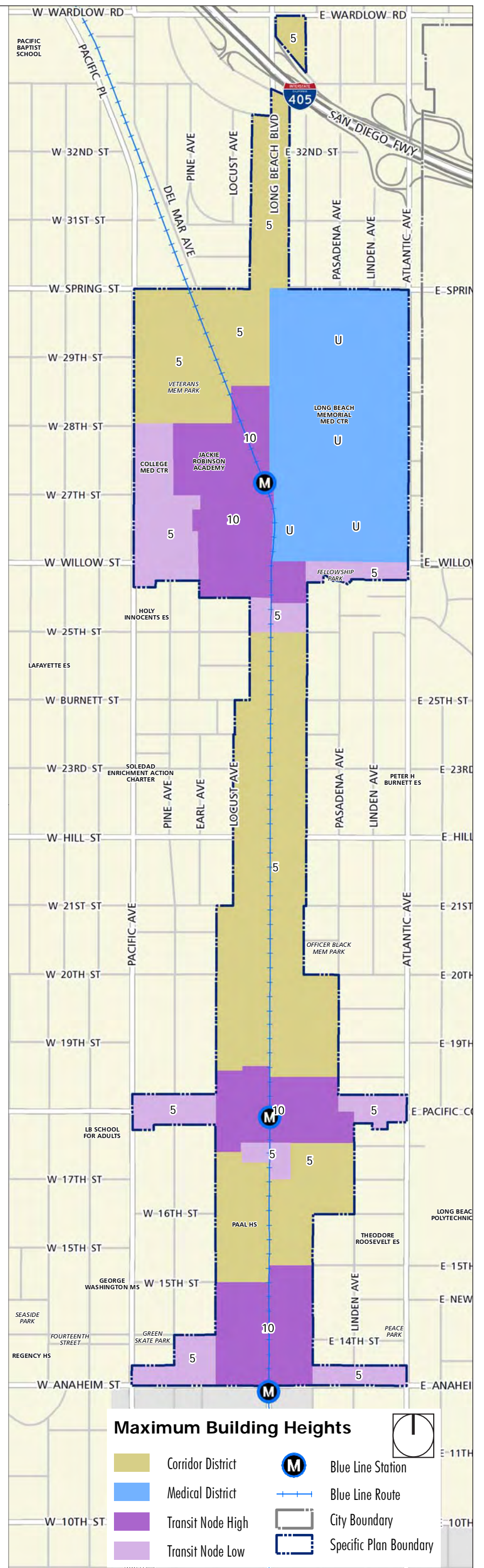
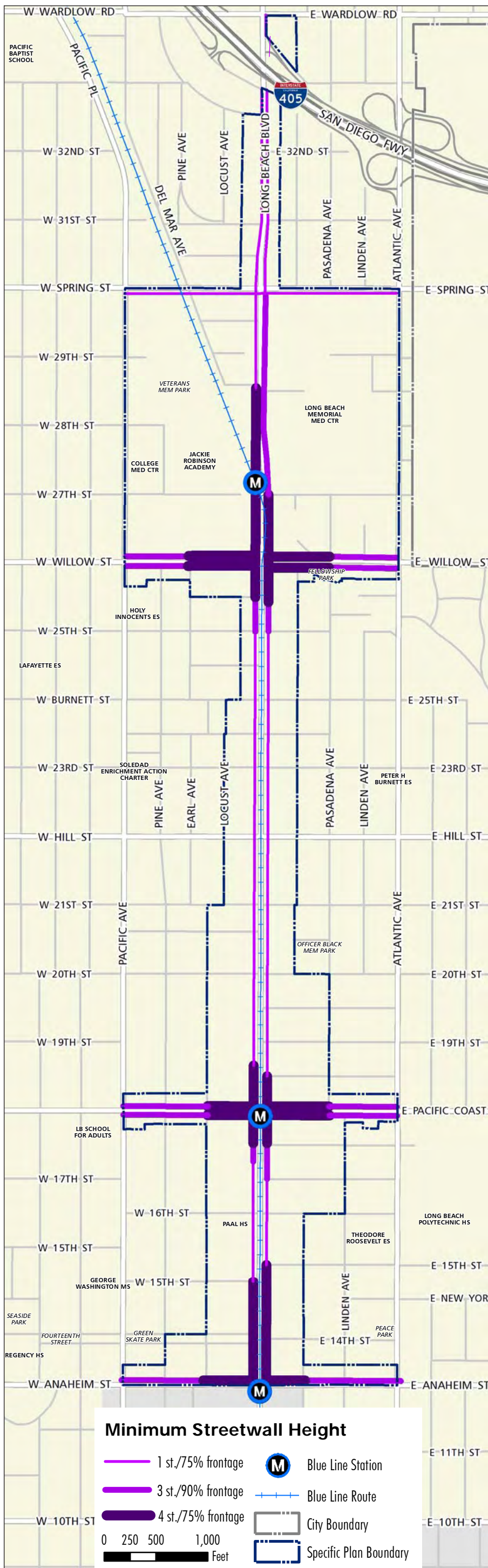
**Notes:**

1. Setbacks are measured from the closest point of a building to the property line.
2. Up to 20 percent of the building frontage may be set back more than 5 feet.
3. All uses are allowed to be attached horizontally. Accordingly, the setback requirement at the point of the shared wall is zero.
4. No setback is required for commercial or residential above ground-floor commercial; an 8-foot front street setback is required for ground-floor residential, and 5-foot side street setback is required for ground-floor residential.
5. Required alley setbacks are measured from the centerline of the alley.

Other building placement standards include:

- Additional setbacks for entry plazas or courtyards, or to meet adjacent structures, may be permitted subject to additional design review. Arcades and colonnades may be used to satisfy setback requirements.
- Stoops, patios, gardens, balconies, and outdoor dining may be located within the setback and are encouraged along the street edge. Projections are permitted into the required setbacks in accordance with Section 21.32.220(C) of the Municipal Code.
- Additional standards for a required corner cut-off apply in accordance with Section 21.15.660 of the Municipal Code.
- The Site Plan Review Committee may consider context-sensitive setbacks, deviating from the required setbacks or build-to lines on individual projects for both additions and new construction, if those deviations would be consistent with the intent of this Plan.

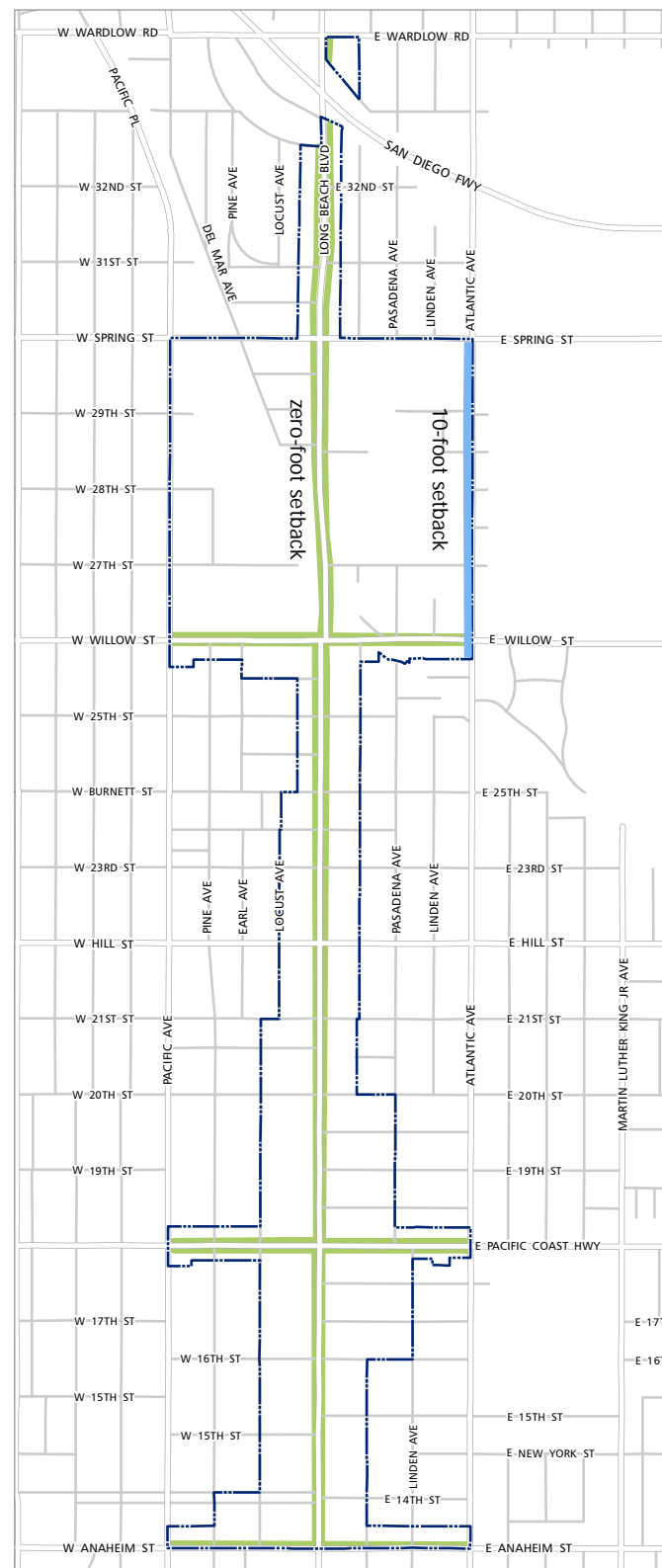
FIGURE 3-4 BUILDING AND STREETWALL HEIGHT STANDARDS



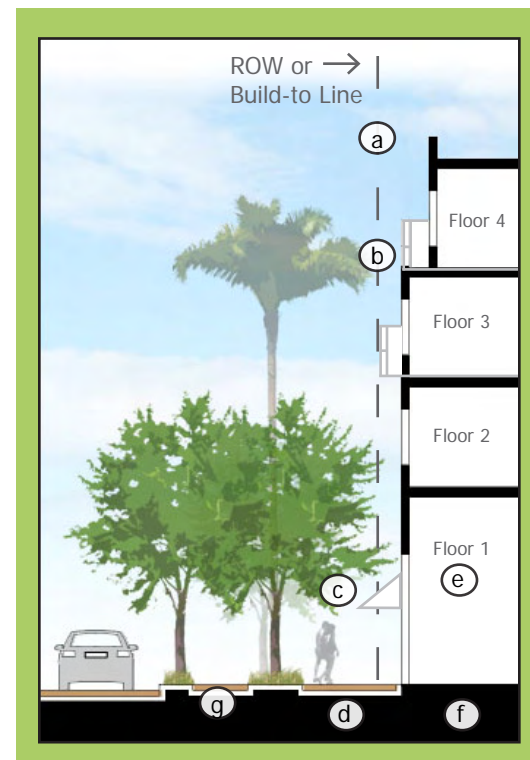


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FIGURE 3-5 BUILDING PLACEMENT STANDARDS



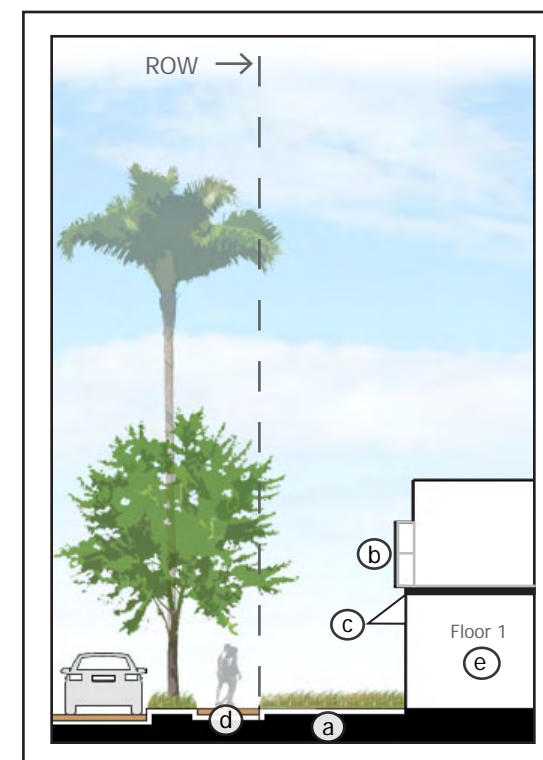
- No Min, 5' Max
- 6' Min, No Max
- 10' Min, No Max



**ZERO-FOOT BUILD-TO LINE**

Portions of Midtown, primarily along Long Beach Boulevard, are designated as having a zero-foot build-to line.

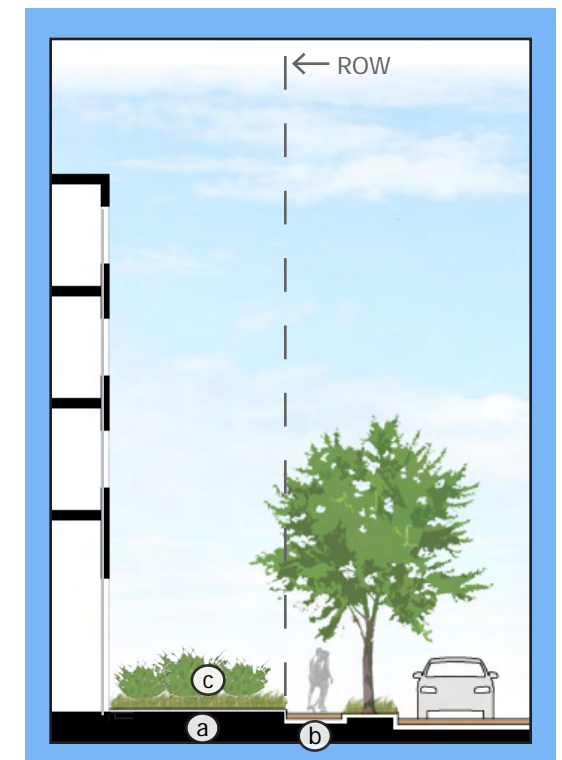
- a. A zero-foot build-to line requires no minimum setback with a maximum 5-foot setback.
- b. Projecting or recessed balconies are encouraged.
- c. Awning or canopy entry may encroach into the setback area.
- d. The sidewalk is the primary pedestrian walkway. Where building façades abut the property line, pots or planters should be provided on the sidewalk, out of the primary pedestrian path.
- e. Active uses, such as residential, live-work spaces, commercial, and retail uses, are permitted on the first floor.
- f. Below-grade or podium parking is encouraged along Long Beach Boulevard and in the Transit Node Districts. Access to parking, entrances, and exits should be located on streets intersecting Long Beach Boulevard.
- g. A separated bike lane flanked by landscaping planters providing buffers creates a safer street for automobiles, bikes, and pedestrians.



**6-FOOT SETBACK**

The majority of neighborhood and non-transit-oriented streets in Midtown use a 6-foot setback.

- a. A minimum 6-foot setback with no maximum limitation.
- b. Projecting or recessed balconies are encouraged.
- c. Awning or canopy entry may encroach into the setback area.
- d. The sidewalk is the primary pedestrian walkway.
- e. Active uses, such as residential, live-work spaces, commercial, and retail uses are permitted on the first floor.



**10-FOOT SETBACK**

Atlantic Avenue between Willow Street and Spring Street, along the Medical District, requires a minimum 10-foot setback.

- a. A minimum 10-foot setback with no maximum limitation.
- b. The sidewalk is the primary pedestrian walkway.
- c. Additional landscaping is encouraged in the setback.

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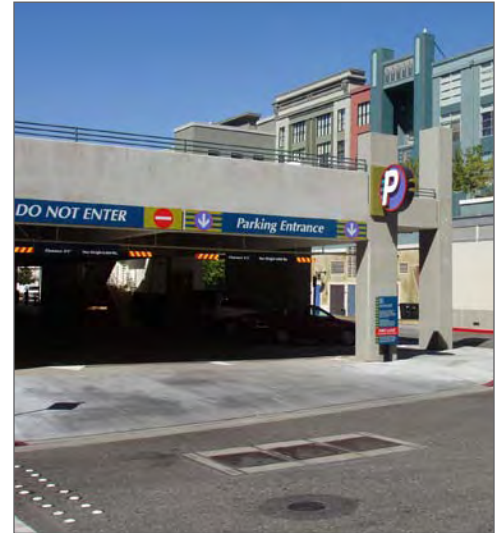
### 3.5 PARKING

#### 3.5.1 Off-Street Parking

Table 3-5 provides the residential and non-residential parking requirements for development within Midtown. If different land uses are part of the same project (e.g., mixed-use development combining retail and residential), the parking requirements for each land use are applicable and shall be added together to determine the total parking requirements for the project.

Parking and loading requirements not provided in this section shall be subject to review by the City Traffic Engineer, who may require additional studies prior to approval. All parking reduction requirements shall be approved at the discretion of the Site Plan Review Committee, which will determine the appropriate level of parking demand reduction generated by these strategies on a project-specific basis.

In the calculation of parking requirements, fractional numbers of parking spaces shall be rounded up to the nearest half or whole number, depending on the requirement.



*Off-street parking may be accommodated by surface parking lots or parking garages. The size, scale, and type of garage (underground vs. above ground) may vary with the type of project. See Chapter 5 for design guidelines pertaining to corridor parking.*

**TABLE 3-5 MINIMUM OFF-STREET PARKING REQUIREMENTS**

Use	Corridor & Medical	Transit Node	Notes
<b>Residential</b>			
0-1 bedroom	1.0	1.0	per unit
2 bedrooms	1.25	1.25	per unit
3 or more bedrooms	1.5		per unit
Special group residence, assisted living, congregate care	1.0	0.75	per 3 bedrooms
<b>Senior housing</b>			
Market rate/rent	1	0.75	per bedroom
Income restricted/low rent	0.5	0.33	per bedroom
Shopkeeper or live-work	1.5	1.25	per unit
Guest parking	1.0	1.0	per 4 units
<b>Non-residential</b>			
Hotel	0.5	0.5	per room
Medical office	5	3	per 1,000 sq ft
Hospital	2	2	per bed
All other uses	2.0	2.0	per 1,000 sq ft In the Transit Node District, this requirement only applies to non-residential building space in excess of 4,000 sq ft Restaurants calculated based on sq ft of dining area; no additional parking requirement for the first 250 sq ft of outdoor dining space.



Additional bicycle parking may help to foster a multi-modal street environment.

Off-street parking spaces can be satisfied through the provision of smaller spaces designed specifically for motorcycles or motorized scooters:

- Up to 2 spaces for projects with up to 20,000 square feet of gross floor area of non-residential space or 50 residential units.
- Up to 5 spaces for projects with more than 20,000 square feet of gross floor area of non-residential space or 50 residential units.

Development in the corridor is required to provide electric vehicle charging facilities:

- For all new development at least 3 percent of the total parking spaces, but not less than one, shall be capable of supporting future electric vehicle supply equipment.
- A label stating “EV Charge Capable” shall be posted in a conspicuous place at the service panel or subpanel and the EV charging space.
- It is recommended that other off-site parking areas accommodate Level 2 electric vehicle charging stations in anticipation of changes to the California Building Code requirements.

### 3.5.2 Bicycle Parking

Table 3-6 describes the bicycle parking requirements for the Midtown planning area. Bicycle parking may consist of several types of facilities, hitching posts/staple racks, “A” frames, stand-alone racks, bicycle lockers, etc. Bicycle parking facilities are encouraged to be used as functional public art and should be located in convenient, visible, and well-lit areas. Non-residential property and business owners are also encouraged to

**TABLE 3-6 ON-SITE BICYCLE PARKING REQUIREMENTS**

Use	Minimum Bicycle Capacity	Type of Parking Facility	Location
Residential, shopkeeper unit, or live-work unit	1.0 space per 2 units, 1 enclosed locker required for every 50 dwelling units	A-frame or freestanding rack	Near main entrance with good visibility, not to obstruct auto or pedestrian movement
Commercial	1.0 space per 5,000 sq. ft. of building area	Staple or new technology	
Retail	1.0 space for each 7,500 sq. ft. of building area	Staple or new technology	
Schools	8.0 spaces per 40 students	A-frame, freestanding racks	Near office entrance with good visibility, in fenced area
Public facilities	8.0 spaces per location	Staple or freestanding racks	Near office entrance with good visibility
Transit stations	1.0 space per 30 parking spaces	Lockers	Near platform or security guard

consolidate bicycle parking into clusters within the public right-of-way along the street frontage.

### 3.5.3 Transportation System Demand Management

Midtown is served by the Metro Blue Line light rail, local and regional bus services, and shuttle service. In addition, bicycling opportunities and the mixed-use character of Midtown decrease the need for parking spaces from what was required in the past.

New development projects (residential and non-residential), additions, demolitions, rebuilds, and remodels (refer to Sections 21.15.065, 21.15.750, 21.15.2250, and 21.15.225 of the Municipal Code, respectively) are eligible for a parking reduction by incorporating Transportation Demand Management (TDM) strategies. While TDM may reduce parking requirements, all development projects will be required to provide on-site parking. Transportation demand management strategies for Midtown will accomplish two broad objectives:

- Reduce reliance on automobiles and associated congestion and emissions.
- Provide economic incentives for residential, office, and employment projects in Midtown.

TDM strategies applicable to reduce parking requirements, subject to the discretion of the Site Plan Review Committee, include:

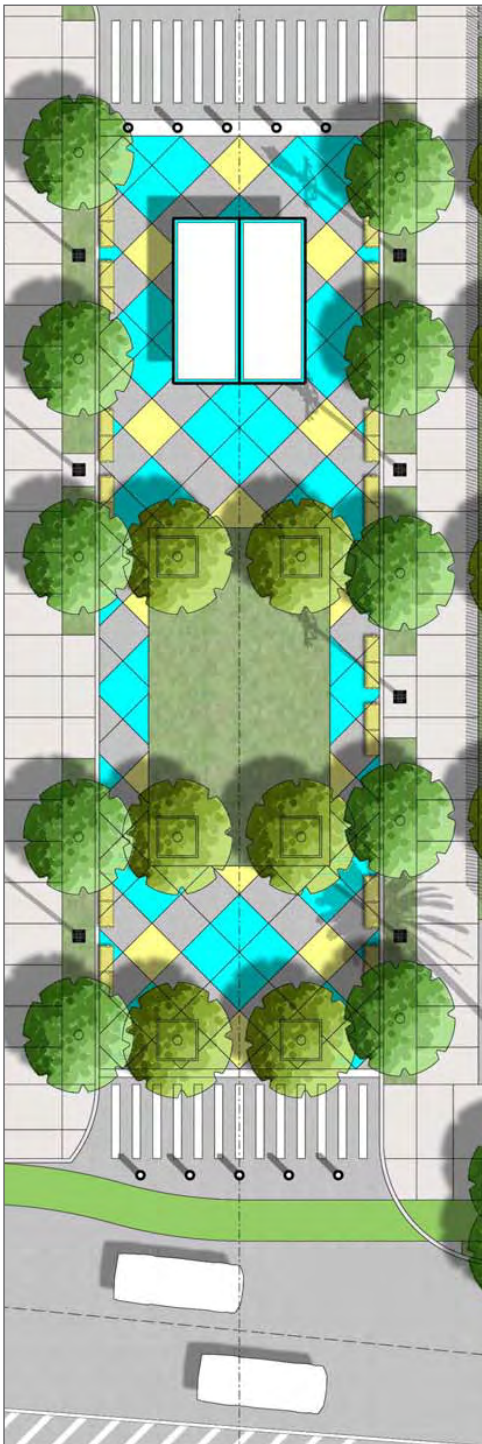
- Carpool/vanpools.
- Garage lifts (stacked parking).
- Unbundled parking (parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial unit).
- Off-site parking within 1,000 linear feet walking distance of the property line (a shared parking agreement may be required).
- Joint use (shared parking).
- Transit/bicycle/pedestrian system improvements.
- On-street parking rates and time restrictions (adequately monitored).
- Transit passes (provide free or reduced-price transit passes to residents or employees). An incentive program could be developed for developers, property managers, and employers to substitute a percentage of required parking spaces. A maximum limit will be determined.
- Other proposals.



*Garage lifts (stacked) parking may help to increase the capacity of a parking structure.*



*Paid parking lots are a form of Transportation Demand Management by encouraging drivers to park once and walk, bike, or take transit to their Midtown destinations.*



*Parklets are street parks of about a quarter acre. The Specific Plan would add 11 of these parklets.*

*The illustrative above is shown for conceptual purposes only.*

All parking reduction requirements shall be approved at the discretion of the Site Plan Review Committee, which will determine the appropriate level of parking demand reduction generated by these strategies on a project-specific basis; however, a TDM program shall not reduce parking to zero.

A “park once” policy shall also be promoted for Midtown. Rather than driving from one Midtown use to another, visitors are highly encouraged to park once and walk, bike, or take transit to one or more destinations within Midtown. Similarly, residents and employees are encouraged to walk, bike, or take transit from nearby residences or workplaces to Midtown destinations.

### 3.6 OPEN SPACE STANDARDS

Open space is a key feature in any urban place, offering residents, workers, and visitors places to relax, gather, and exercise. Additionally, open space provides visual relief and a connection to the natural environment. Finally, open space may be used for community gatherings and festivals. Though Midtown enjoys a variety of small and large open space amenities, many residents and workers lack easy access to open space.

Adding open space to an urbanized area is not easy. Open space standards often focus on privatized open space and offer in-lieu fees that may get spent outside the neighborhood. The City also recognizes that private property owners and the development community do not have endless funds to satisfy requirements for public parks, on-site common open space, on-site private open space, and ROW improvement.

The Midtown Specific Plan emphasizes improvement of the public realm through the provision of public park space and improved public rights-of-way and requiring new development to pay an in-lieu park fee that will go toward park improvements within the corridor boundary. This Plan also requires new development to provide on-site open space; however, it offers flexible alternatives for projects near parklets.

#### 3.6.1 Public Park Space

Public park space serves the community at large and may consist of a variety of recreational amenities, including parklets, playgrounds, open grass fields, gardens, and plazas. This type of open space is available on publicly accessible land for all residents and visitors. Existing examples include Green Skate Park, Fellowship Park, and Veterans Memorial Park.

All new development in the Midtown planning area is required to contribute an in-lieu fee equivalent toward the City’s public open space requirement. The in-lieu fee payments will be collected by the City with the goal of applying those funds toward the creation of open space and recreation

amenities in the same general area where the fees were generated. These fees should be prioritized to construct and complete a parklet in its entirety before beginning construction on another.

### 3.6.2 Public Right-of-Way

Midtown’s rights-of-way are one of its most visible features. For many visitors and Long Beach residents and workers, the rights-of-way define the image of Midtown. The Midtown Specific Plan establishes substantial improvements for the rights-of-way so that they are more attractive, safe, and functional for all to use and see.

Open space in the public right-of-way may consist of pedestrian and bicycle space, outdoor dining, landscaping, benches, and public art. The concepts and standards in this Plan require high quality design, materials, and landscaping for the right-of-way areas. Project applicants should treat the rights-of-way as an extension of public park space.

### 3.6.3 Private, On-Site Open Space

On-site open space is required for residential and non-residential development projects within the Midtown Specific Plan. Projects within 500 feet of a proposed parklet may pay an in-lieu fee to waive the on-site open space requirement. Requirements for development projects in Midtown are provided in Table 3-7.

A property owner may provide on-site open space (common or private) within their development as a desirable property amenity and a way to distinguish their project. However, the provision of such private open space shall not offset or satisfy any portion of the public park space or ROW improvement requirements. Required build-to lines and street setback areas cannot be used to satisfy required open space areas.

**TABLE 3-7 PRIVATE OPEN SPACE REQUIREMENTS**

Use	On-Site Open Space Requirement	Minimum Dimensions
Residential	50 sq ft per unit	5 ft
Non-residential	10% of the project area	10 ft

Notes:  
 1. Mixed-use projects are subject to the requirements of this table in an additive manner, residential and non-residential requirements apply to the proportionate area of each use within the project.  
 2. All requirements apply to attached, private open space.

### 3.6.4 Green and Active Roofs

Green roofs, also known as eco-roofs, are encouraged in the Midtown Specific Plan area. These roofing solutions can create additional on-site open space, reduce stormwater runoff, lower energy consumption, and provide for a visually interesting roofscape.



Photo Credit: Neman Garrison + Partners

*A green roof at Park Landing in Buena Park, California, provides on-site open space for building residents.*



Photo Credit: Green Fitness Studio, NYC

*A rooftop can also provide a space for active recreation.*





Photo Credit: RoadsideArchitecture.com

*Packard Motors Building at 205 East Anaheim Street is a designated historic landmark and could be a candidate for an adaptive reuse project.*

Green roofs can support community gardens, small gathering spaces for barbecues, and areas for play.

Rooftops also provide an opportunity to offer on-site amenities such as fitness equipment, a small running track, and even a pool or basketball court. With temperate weather in Long Beach, these types of amenities could be enjoyed by building occupants year round.

### 3.7 ADAPTIVE REUSE

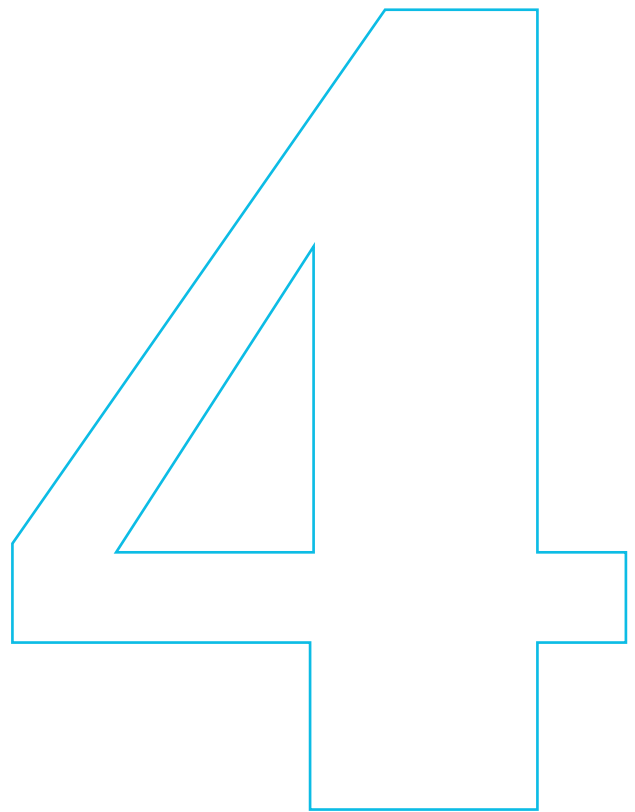
Adaptive reuse refers to a construction or remodeling project that reconfigures a site to accommodate a new use or a purpose other than for what it was originally designed. The City seeks to encourage adaptive reuse to allow for the conversion of existing structures into new land uses that maintain or enhance the character of the community and further extend the life of a building or space.

Examples include the conversion of an old office building into residential lofts, or the conversion of a historic home for office or retail space. The Midtown area contains some buildings, including the Packard Motors Building, that may be a candidate for adaptive reuse. Buildings of potential historical significance were studied in the EIR for this Specific Plan, see Chapter 7 Administration and Implementation, Section 7.3.2 Cultural Resources for information regarding development or redevelopment of these buildings, which includes adaptive reuse.

The City actively identifies structures that exhibit a special architectural and historical value as historic landmarks. The City Council designates historic landmarks, districts, places, and objects by ordinance. However, a building does not need to be a designated landmark to comply with the City's Adaptive Reuse Incentive Program.

Property owners and developers are encouraged to seek creative solutions when proposing new projects in Midtown. Adaptive reuse projects should maintain or enhance the character of the community and further extend the life of a building or space.

The City's Adaptive Reuse Program and Ordinance streamline the planning process, provide a framework for sustainable development and allow greater flexibility to better serve the needs of the changing community. The City offers preliminary consultations to facilitate adaptive reuse projects and applicants should also consult the City's alternative building standards which includes components from the Long Beach Municipal Code, the California Building Standards Code, and the State's Historic Building Code.



# **MOBILITY & STREETSCAPE**

**MIDTOWN SPECIFIC PLAN**

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## 4.0 Mobility and Streetscape

The mobility and streetscape plan for Midtown is guided by the City's General Plan Mobility Element. Creating an efficient, balanced, multi-modal mobility network is a priority for both plans. Although Long Beach Boulevard is already a multi-modal corridor, this Plan puts an emphasis on integrating autos, public transit, bicycles, and pedestrians into a complete street. Synchronizing traffic signals, reconfiguring streets and freeway ramps, and applying a context-sensitive approach to balance the mobility system along the boulevard are just a few of the strategies that will help to create an enjoyable area for all users of the corridor.

The City put a new focus on mobility starting with the 2013 update to the General Plan Mobility Element. The Element presents future plans for improving the way people, goods, and resources move within and across the City. New features of the Plan include improving the quality of life for residents and protecting the natural environment—for today and into the future.

One component of improving quality of life is to increase active transportation. Modes of active transportation include walking, cycling, and skating. Promoting these types of alternative transportation modes can help to alleviate roadway congestion, reduce greenhouse gas emissions, and improve air quality, while helping residents to improve their own health and wellness. The majority of bicycle and pedestrian infrastructure improvements in Midtown capitalize on active living transportation. These infrastructure upgrades are designed to change the physical environment and improve the way people interact with and move along the corridor.

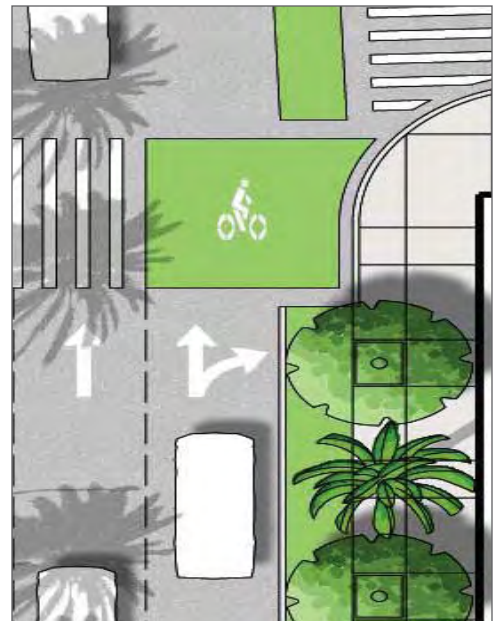
### 4.1 COMPLETE STREETS

A complete streets roadway network provides safe and convenient access for all users—motorists, bicyclists, pedestrians, and transit riders. Complete streets are accessible to all ages and abilities. They are designed and operated to make it easier to cross the street, walk to shops, and bicycle to work. Ultimately, they improve safety for all users. The complete streets network for Midtown consists of four types of facilities—pedestrian, bicycle, vehicular, and public transit.

Each design for a complete street is unique. The updated street designs for the Midtown Specific Plan area combine the existing amenities along the corridor with new features such as additional bike lanes, wider sidewalks, landscaping buffers, and improved intersection crossings. This corridor benefits from access to the Metro Blue Line and a future connection to the Green Line. Special care has been taken to improve access to the Metro stops for multiple modes of transportation.

**Mobility** is the movement of goods and people through an area. For Midtown, mobility starts with feet first. The network of sidewalks, bike paths, streets, and transit lanes has been designed to make it safe for all modes of transportation. In a transit-oriented area, connections to transit nodes are particularly important.

The mobility plan in this chapter provides redesigned street sections and pedestrian and bicycle enhancements to improve multi-modal transportation for the corridor.



*Bike boxes are a roadway treatment applied to improve bike safety at intersections. They give cyclists priority at an intersection by bringing awareness and visibility of bikes on the road to other users of the street.*

A **context-sensitive** street classification system categorizes streets into a hierarchy organized by both function and community context, taking into account all road users and the character of adjacent properties and buildings.

## 4.2 STREET CLASSIFICATIONS

Streets within the Midtown Specific Plan are divided into six classifications: Regional Corridor, Boulevard, Major Avenue, Minor Avenue, Neighborhood Connector, and Local Street. These classifications are consistent with the General Plan Mobility Element and reflect the roadway character from a context-sensitive approach. Table 4-1 provides a description of each classification, and Table 4-2 identifies the classifications for each of the major streets within the Specific Plan area. Figure 4-1 maps the street classifications in and around the Midtown Specific Plan.

**TABLE 4-1 GENERAL PLAN STREET CLASSIFICATIONS**

<b>Regional Corridor</b>	Designed for intraregional and intercommunity mobility, these corridors emphasize traffic movement and include signalized pedestrian crossings. The adjacent land uses should provide continuous mixed-use and commercial land uses with adequate off-street parking to minimize dependency on on-street parking.
<b>Boulevard</b>	Characterized by a long-distance, medium-speed corridor that traverses an urbanized area, boulevards consist of four or fewer vehicle travel lanes, a balanced multi-modal function, landscaped medians, on-street parking, narrower travel lanes, more intensive land use oriented to the street, and wide sidewalks. Buildings uniformly line the edges.
<b>Major Avenue</b>	A major avenue serves as the major route for the movement of traffic within the City as well as a connector to neighboring cities. Most traffic using a major avenue will end the trip within the City (as opposed to through-traffic). Therefore, design treatment and traffic operation should give preference to this type of traffic. Long corridors with typically four or more lanes, avenues may be high-transit ridership corridors. Goods movement is typically limited to local routes and deliveries.
<b>Minor Avenue</b>	A minor avenue provides for the movement of traffic to neighborhood activity centers and serves as a route between neighborhoods. Avenues serve as a primary bicycle route and may serve local transit routes as well.
<b>Neighborhood Connector</b>	A neighborhood connector street serves trips generated in surrounding or adjacent neighborhoods and should discourage through-trips that do not end within the neighborhood. Goods movement is restricted to local deliveries only.
<b>Local Street</b>	Local streets primarily provide access to individual residential parcels. The streets are generally two lanes with on-street parking, tree planting strips, and sidewalks. Traffic on a local street should have a trip end on that street or on a connecting local street or to a connector.

Source: City of Long Beach General Plan Mobility Element, 2013.

**TABLE 4-2 MIDTOWN STREET CLASSIFICATION**

<b>Regional Corridor</b>	Pacific Coast Highway
<b>Boulevard</b>	Long Beach Boulevard from 31 <sup>st</sup> Street to Anaheim Avenue Willow Street
<b>Major Avenue</b>	Long Beach Boulevard from Wardlow Road to 31 <sup>st</sup> Street Atlantic Avenue Spring Street between Atlantic Avenue and Long Beach Boulevard
<b>Minor Avenue</b>	Pacific Avenue between Spring Street and Hill Street Spring Street between Long Beach Boulevard and Pacific Avenue
<b>Neighborhood Connector</b>	Hill Street
<b>Local Street</b>	Neighborhood streets not noted above

Source: City of Long Beach General Plan Mobility Element, 2013.

Note: For segments of the streets within the Specific Plan boundaries.

### 4.3 TRANSIT

Three Transit Node Districts have been created to support the existing Metro stations and foster transit-oriented development around them. The Willow, Pacific Coast Highway, and Anaheim stations all provide access to the Blue Line and serve as transit hubs for multi-modal access in Midtown. The City's General Plan Mobility Element proposes future expansion of the Metro Green Line through Willow Station.

In addition to light rail, Long Beach Transit bus routes offer another transportation option connecting Midtown to the rest of the City. East–west routes connect through the transit nodes at Willow Street, Pacific Coast Highway, and Anaheim Street. North–south routes run along Pacific Avenue, Long Beach Boulevard, and Atlantic Avenue. Figure 4-2 displays current transit routes and stations.

Transit improvements to the corridor include the installation of bicycle racks and lockers, helping to add options for riders to complete their “last mile” (a transit term that refers to connecting people from a transit hub to their final destination). Pedestrian and bicycle access could also be improved through implementation of plans such as the Willow Station Bike Access Transit Plan. The City could also work with Metro on other facility upgrades to visually enhance existing Blue Line stations.

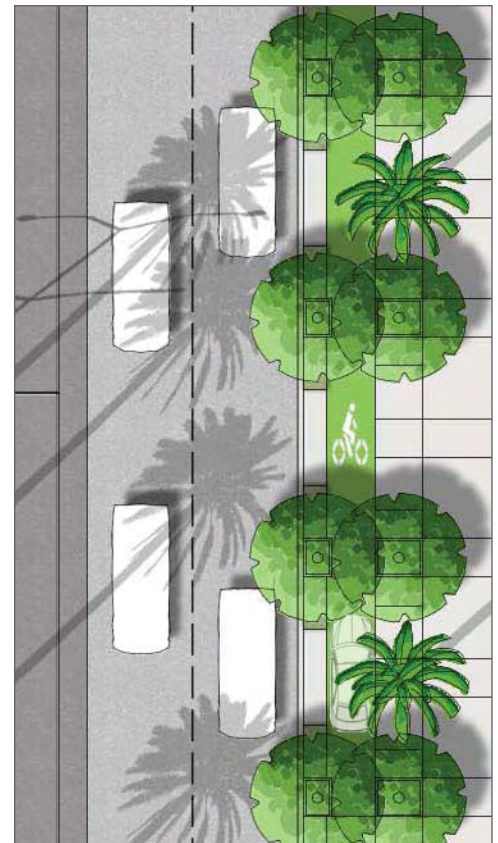
### 4.4 BICYCLES

Bicycle improvements to Midtown will help to connect existing bicycle infrastructure throughout the City, strengthening Long Beach's commitment to being the nation's most bicycle-friendly city. Bicycles are a popular transportation mode in Midtown; however, existing bicycle access is unsafe and not clearly defined. Many bicyclists are forced to use the sidewalk, which impacts the pedestrian experience and safety. Additionally, existing palm trees offer little shade for bicyclists or pedestrians. Figure 4-3 maps existing and proposed bike facilities.

This Plan recommends inclusion of an improved Class III or IV bikeway and bike boxes along Long Beach Boulevard where and when feasible. Bicycle improvements to Long Beach Boulevard will be determined in the Bicycle Master Plan Update. As conditions change along the boulevard, new bikeways would add connectivity to other transit options, such as the Metro Blue line, and other bicycle connections in the City. Where feasible and when on-street parking is deemed unnecessary, new bike lanes could be physically separated from pedestrian and vehicular traffic. Curb extensions could also be considered to create space for the new lanes by reducing on-street parking and right turn pockets. This treatment creates safer environments for pedestrians and bicyclists while encouraging healthy alternative transportation options for people living and working in the area. The streetscape layouts in Section 4.6 illustrate the proposed bicycle enhancements for each street type in the corridor.



*The Blue Line is a major transit connection between Midtown and Downtown Long Beach.*



*A class IV bike lane, also known as a cycletrack (protected bike lane), could be considered for Long Beach Boulevard if on-street parking is no longer needed.*

Other streetscape improvements include the addition of canopy trees to provide shade throughout Midtown. Canopy trees will be added to the street between the existing palm trees in an additional buffer zone along designated sections of the bike lane and in bulb-outs. Guidelines for landscaping are discussed in Chapter 5, Design Guidelines.

Bike facilities will also be improved along the corridor. Bike-sharing programs are encouraged. The City is rolling out a bike share program that will conveniently rent bikes at on-street stations and allow them to be returned to another destination in Long Beach. Midtown is a candidate for possible expansion of this program.

Improvements to areas around transit stations have already been proposed in the Metro Blue Line Bicycle and Pedestrian Access Improvement Plan. The Blue Line Bicycle and Pedestrian Access Plan assesses and recommends physical infrastructure and safety improvements to increase bicycling and walking. The improvement plan includes new crosswalks and countdown signals, a wayfinding plan, resurfacing of designated bikeways, improved lighting, and more bike parking.

The Willow, Pacific Coast Highway (PCH), and Anaheim stations along the corridor are included in this improvement plan.

Recommended improvements for the Anaheim and PCH stations include:

- Enhanced access at the southern end of the station.
- Widening sidewalks and installing buffers, such as bike lanes and landscaping, to protect pedestrians.
- Intersection improvements, including high-visibility crosswalks and bicycle loop detectors.
- Development of bicycle boulevards along 12th Street, 15th Street, and 20th Street.

Recommendations for the Willow Station include:

- Adding trees, street furniture, and increased lighting to create a buffer zone between pedestrians and street traffic.
- Repaving sidewalks and installing curb ramps with truncated domes at all intersections.
- Installing high-visibility crosswalks and increasing pedestrian crossing time.
- Increasing the link between the station and Veteran's Park by installing wayfinding signs and converting the existing sidewalk into a Class I shared use path.

- Development of a bicycle boulevard along Pasadena Avenue.
- Installation of bike parking in the plaza adjacent to the station.

Additionally, this Specific Plan proposes installing new bike lockers and racks throughout Midtown, with the largest concentration in Transit Node Districts and at Metro stations.

## 4.5 PEDESTRIANS

Despite poor pedestrian conditions, walking is popular in Midtown. The existing pedestrian environment is uninviting, with predominantly narrow concrete sidewalks, limited landscaping, and a lack of art and color. Without safe bicycle systems, bicyclists use the sidewalks, making them less safe for pedestrians. Limited crossings along Long Beach Boulevard make it hard to navigate the corridor by foot.

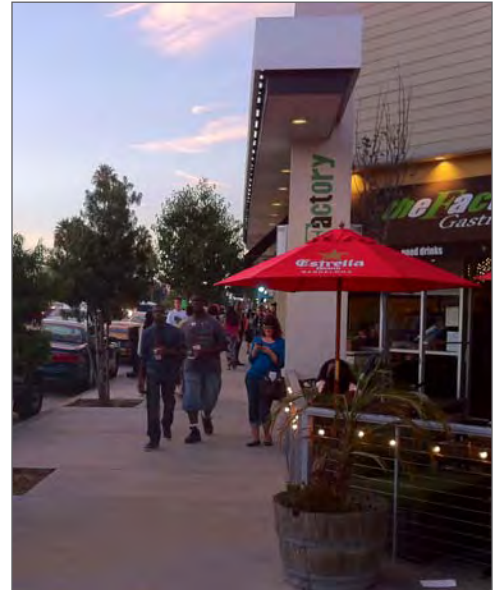
Pedestrians will benefit from many of the bicycle improvements with some additional feet-friendly options. The creation of separated bike lanes will improve safety, and widening the sidewalk will increase usability. Pedestrian scale lighting will also improve safety and activate night-time use of restaurants offering outdoor dining and sidewalk cafes. The addition of canopy trees will provide much-needed shade and add color to the public realm.

Other enhancements include parklets that will serve as oases amid the corridor and a pedestrian bridge linking the Medical Center, Veterans Park, and Willow Transit Station. Implementation for many of these enhancements are proposed partnerships between the City, Memorial Medical Center, and/or Metro. Figure 4-3 maps existing and proposed pedestrian pathways. Section 4.7 provides detailed street sections, including the pedestrian enhancements described above, for the roadways in Midtown. Implementation and financing mechanisms are discussed in Chapter 7, Administration and Implementation.

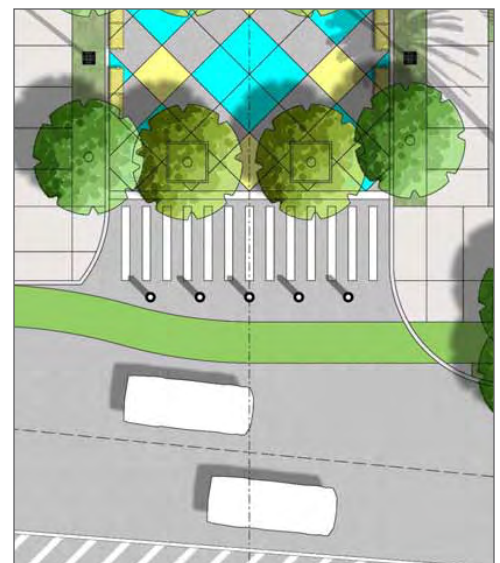
## 4.6 VEHICULAR STREET CLOSURES FOR PARKLETS

The Environmental Impact Report for the Midtown Specific Plan included a transportation impact analysis, also referred to as a traffic study. The purpose of the traffic study was to evaluate the potential transportation and traffic impacts implementation of the Midtown Specific Plan would have in the City of Long Beach. Additionally, the analysis evaluated the potential impacts of closing a portion of 11 streets to vehicular traffic to create parklets along Long Beach Boulevard.

The study assumed that vehicular traffic volumes from roadways proposed to be converted to parklets were redistributed to nearby intersections since motorists will need to find a new route to access each closed location. The redistributed trips associated with the parklets generally did not affect the



*Wide sidewalks and well lit pathways provide safe and comfortable spaces for pedestrians.*



*Parklets are street parks of about a quarter acre. The Specific Plan proposes the addition of 11 parklets to Midtown by closing through traffic on low volume streets that intersect Long Beach Boulevard.*

*The illustrative above is shown for conceptual purposes only.*



operations of the study intersections given the relatively low contribution of traffic associated with those roadway closures.

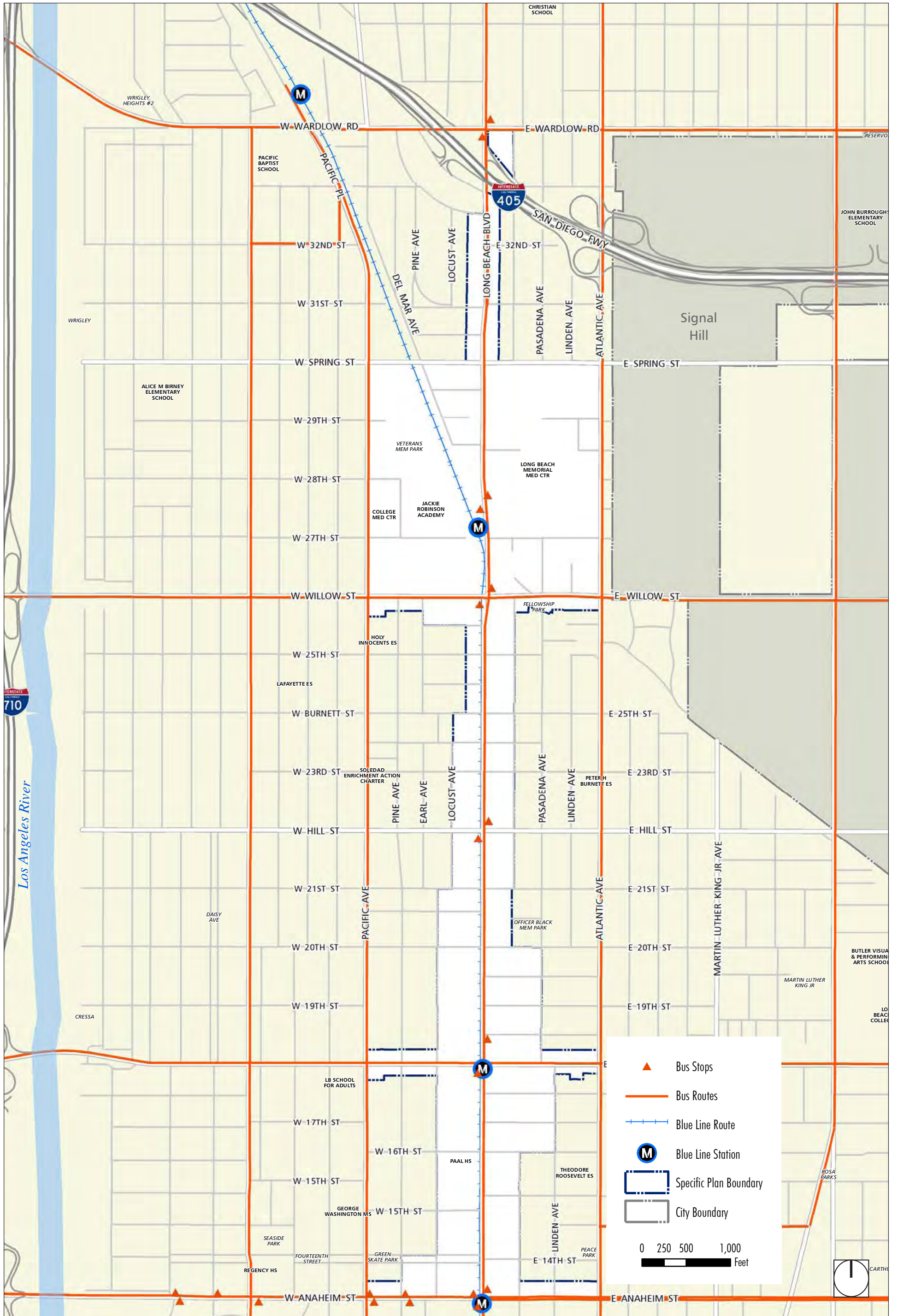
Figure 4-3, Pedestrian Paths and Bike Facilities shows the locations of the proposed parklets in relation to other pedestrian and bike facilities in Midtown. See Chapter 3, Section 3.3.2, Proposed Open Space for additional information on parklets.

FIGURE 4-1 STREET CLASSIFICATIONS



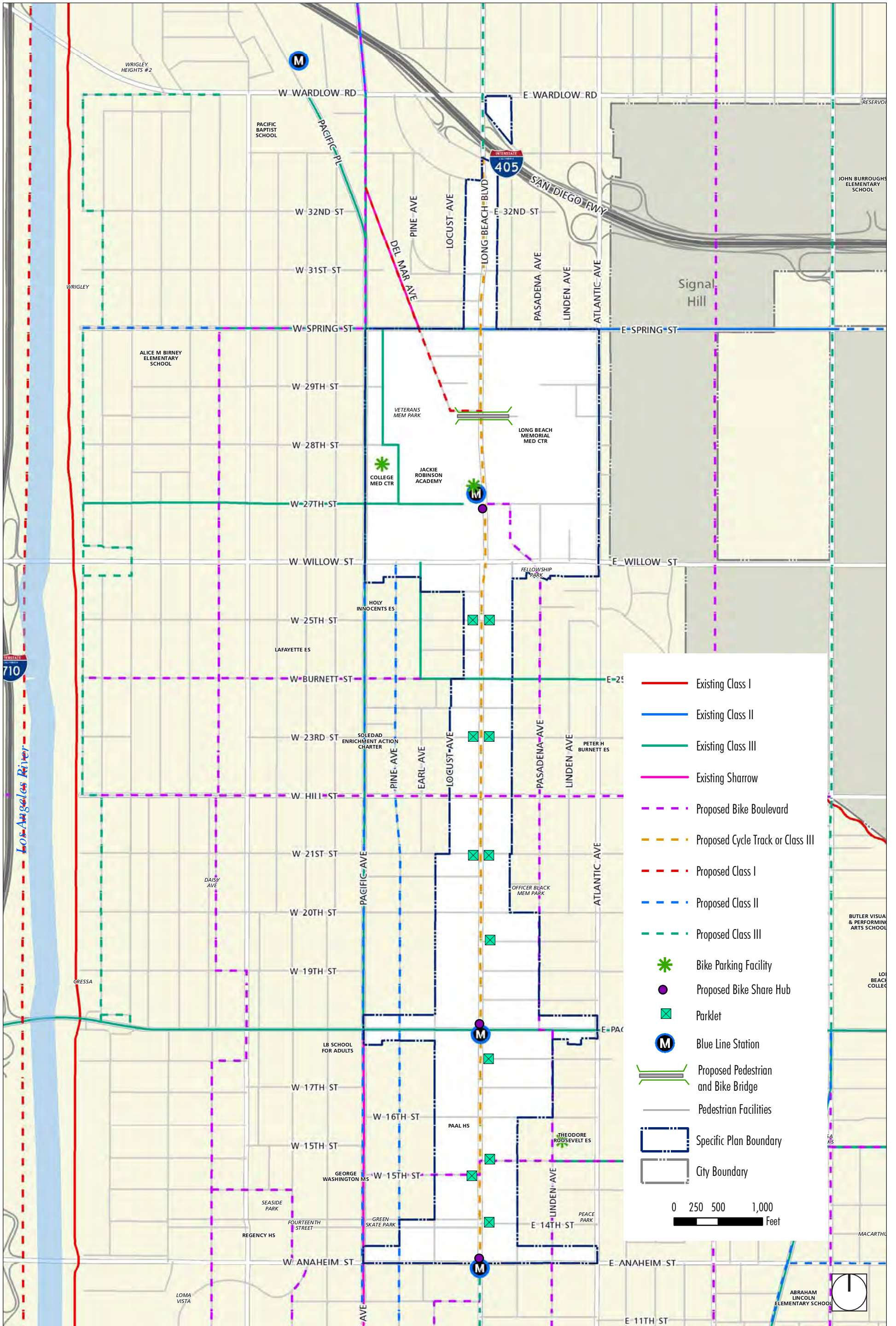
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FIGURE 4-2 TRANSIT LINES AND STATIONS



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FIGURE 4-3 PEDESTRIAN PATHS AND BIKE FACILITIES



- Existing Class I
  - Existing Class II
  - Existing Class III
  - Existing Sharrow
  - - - Proposed Bike Boulevard
  - - - Proposed Cycle Track or Class III
  - - - Proposed Class I
  - - - Proposed Class II
  - - - Proposed Class III
  - ★ Bike Parking Facility
  - Proposed Bike Share Hub
  - ☒ Parklet
  - M Blue Line Station
  - Proposed Pedestrian and Bike Bridge
  - Pedestrian Facilities
  - Specific Plan Boundary
  - City Boundary
- 0 250 500 1,000 Feet

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## 4.7 STREET SECTIONS

The streetscape layout is one of the most important aspects of this Plan. To improve connectivity and safety for multiple modes of transportation, modifying existing streets may involve expanding one part of the roadway and reducing another. For example, adding a bicycle lane will require additional street right-of-way. This additional space may be acquired by eliminating street parking or narrowing the travel lanes.

The street sections in this document are illustrations depicting typical conditions for the streets shown. Right-of-way may vary along the street. The following pages provide typical midblock sections for the street designations in the planning area (see Table 4-2). Each street section is provided on a single cutsheet. This page is a guide to street sections that follow.

**FIGURE 4-4 GUIDE TO TYPICAL MIDBLOCK STREET SECTIONS**

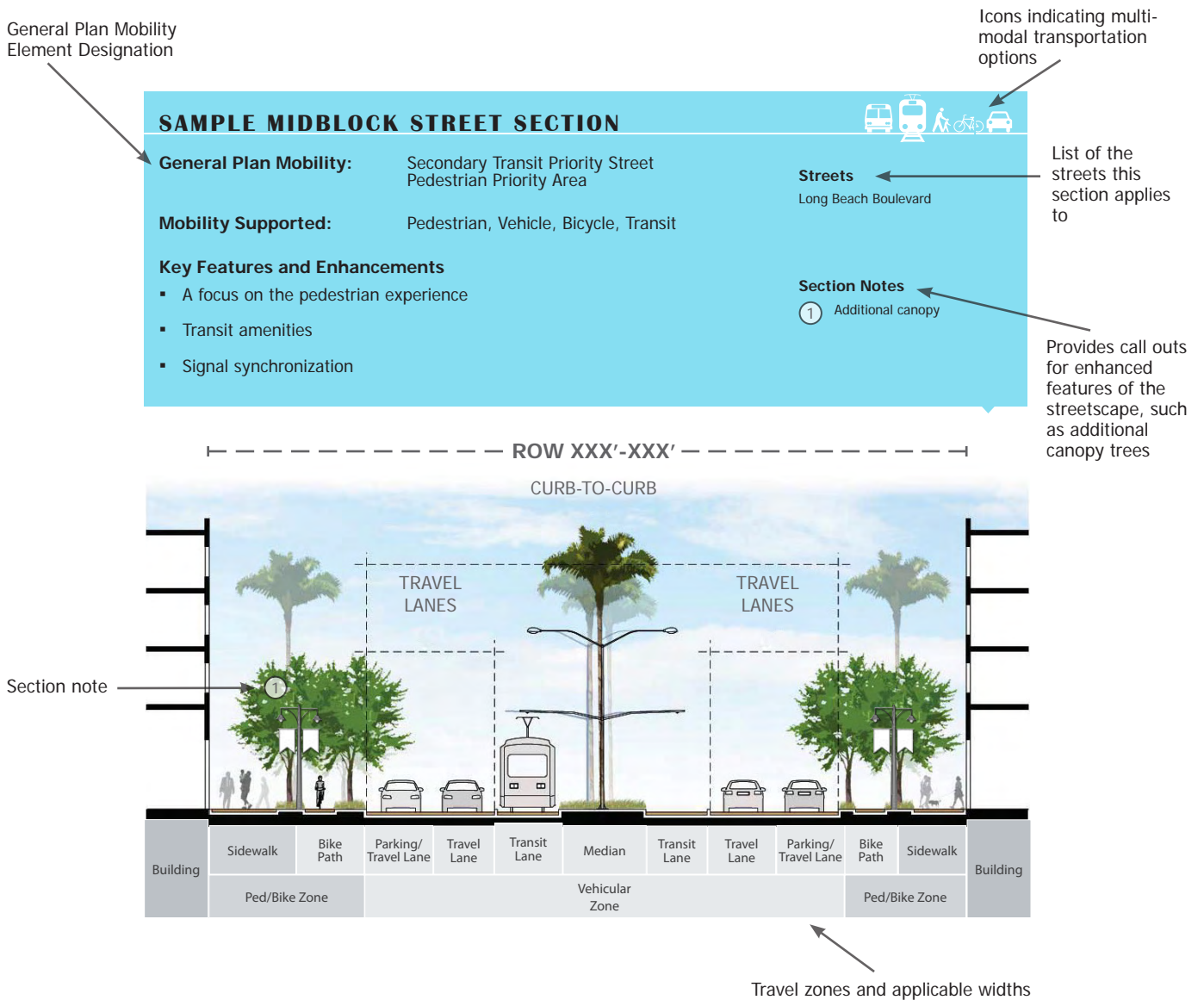




FIGURE 4-5 BOULEVARD (WITH SEPARATED BIKE PATHS)


## BOULEVARD TYPICAL MIDBLOCK STREET SECTION (MULTI-MODAL WITH SEPARATED BIKE LANE OR PARKING)

**General Plan Mobility:** Primary Transit & Pedestrian Priority Street

**Mobility Supported:** Bus and Rail Transit, Pedestrian, Bike, Vehicle

**Key Features and Enhancements**

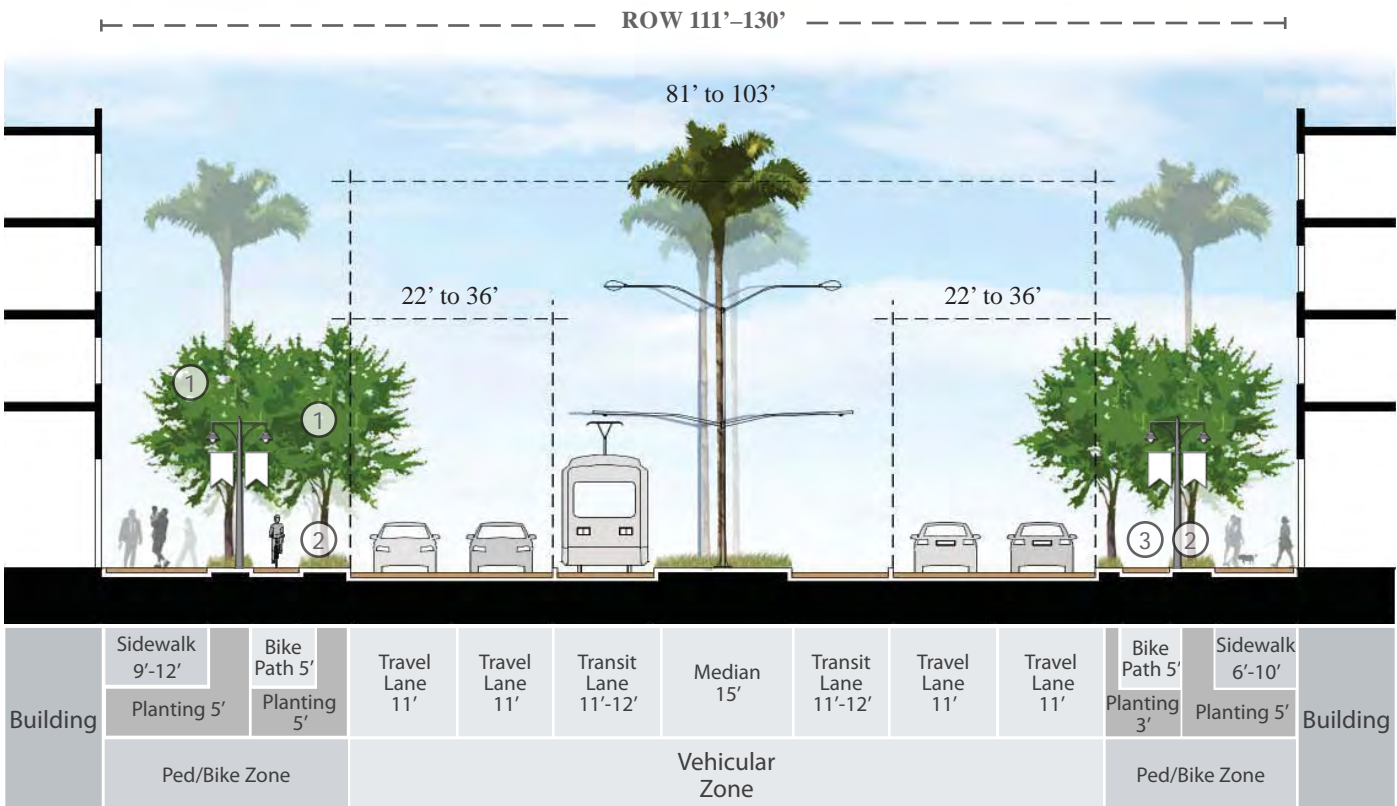
- A focus on the pedestrian experience
- Transit amenities
- Transit only and shared transit lanes
- New bicycles lanes
- Signal synchronization



**Streets**  
Long Beach Boulevard  
between Willow Street &  
Anaheim Street

**Section Notes**

- ① Additional canopy trees
- ② Landscaping buffer zone
- ③ Enhanced separated bike lane at curb level (if on-street parking is no longer needed)




Note: Typical conditions for the streets shown; right-of-way may vary along the street. The portions of the public ROW that fall outside the Specific Plan boundary may not conform to the street sections shown in this figure.

A class IV bike lane, also known as a cycletrack (protected bike lane), could be considered for Long Beach Boulevard if on-street parking is no longer needed.

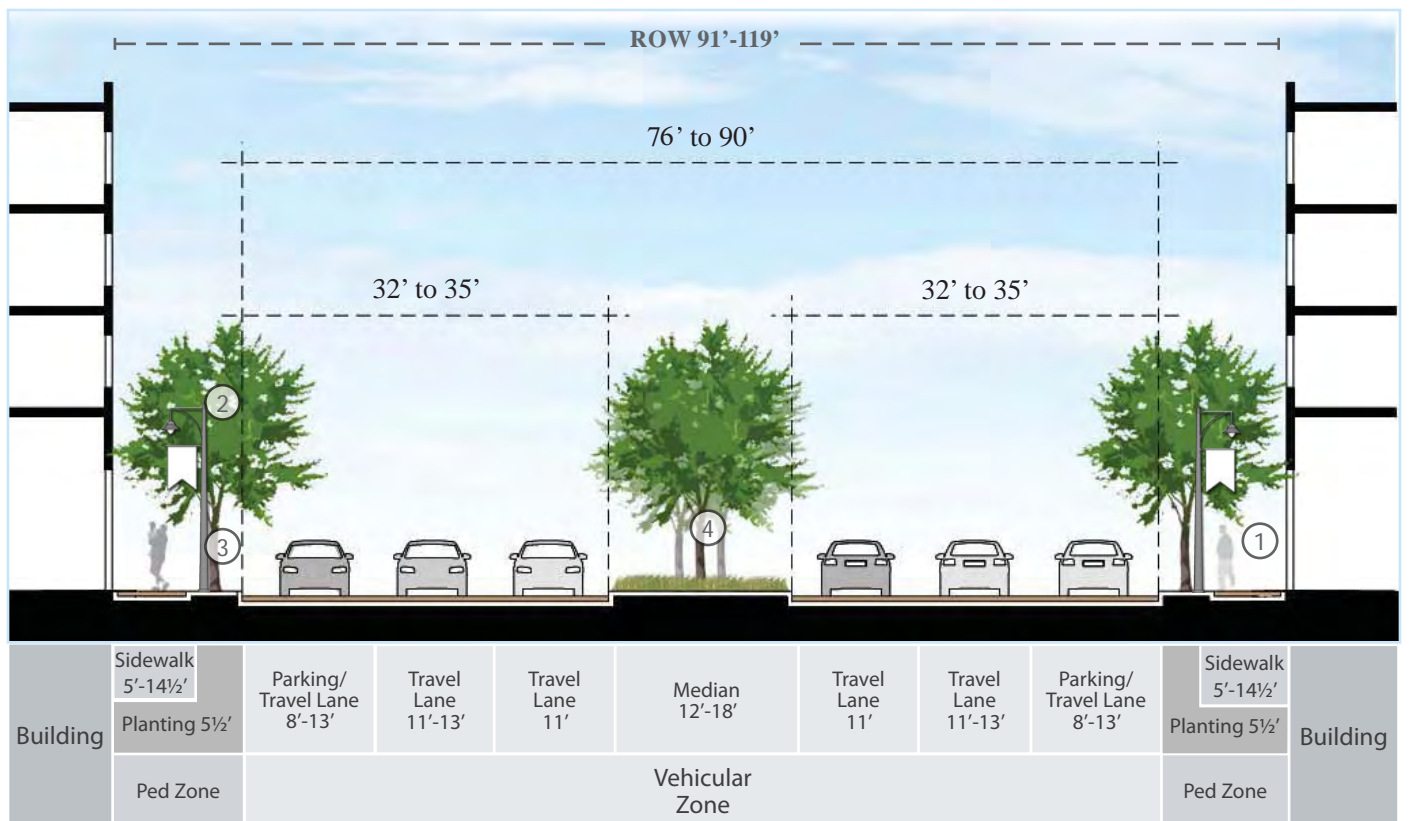


**FIGURE 4-6 BOULEVARD (WITHOUT SEPARATED BIKE PATHS)**

## BOULEVARD TYPICAL MIDBLOCK STREET SECTION (WITH OR WITHOUT BIKE PATHS)



<p><b>General Plan Mobility:</b> Secondary Transit Priority Street Pedestrian Priority Area</p> <p><b>Mobility Supported:</b> Pedestrian, Vehicle</p> <p><b>Key Features and Enhancements</b></p> <ul style="list-style-type: none"> <li>▪ A focus on the pedestrian experience</li> <li>▪ Transit amenities</li> <li>▪ Signal synchronization</li> </ul>	<p><b>Streets</b> Willow Street Long Beach Boulevard between Wardlow Road &amp; Willow Street</p> <p><b>Section Notes</b></p> <ol style="list-style-type: none"> <li>① Wider sidewalks</li> <li>② Additional canopy trees</li> <li>③ Landscaping buffer zone</li> <li>④ Planted center median</li> </ol>
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Notes: Typical conditions for the streets shown; right-of-way may vary along the street. The portions of the public ROW that fall outside the Specific Plan boundary may not conform to the street sections shown in this figure.

Consistent with the City's General Plan and/or Bicycle Master Plan an on-street bike path may be designated on LBBM north of Willow Street.

FIGURE 4-7 REGIONAL CORRIDOR

## REGIONAL CORRIDOR TYPICAL MIDBLOCK STREET SECTION



**General Plan Mobility:** Transit & Pedestrian Priority Street

**Mobility Supported:** Bus and Rail Transit, Pedestrian, Bike, Vehicle

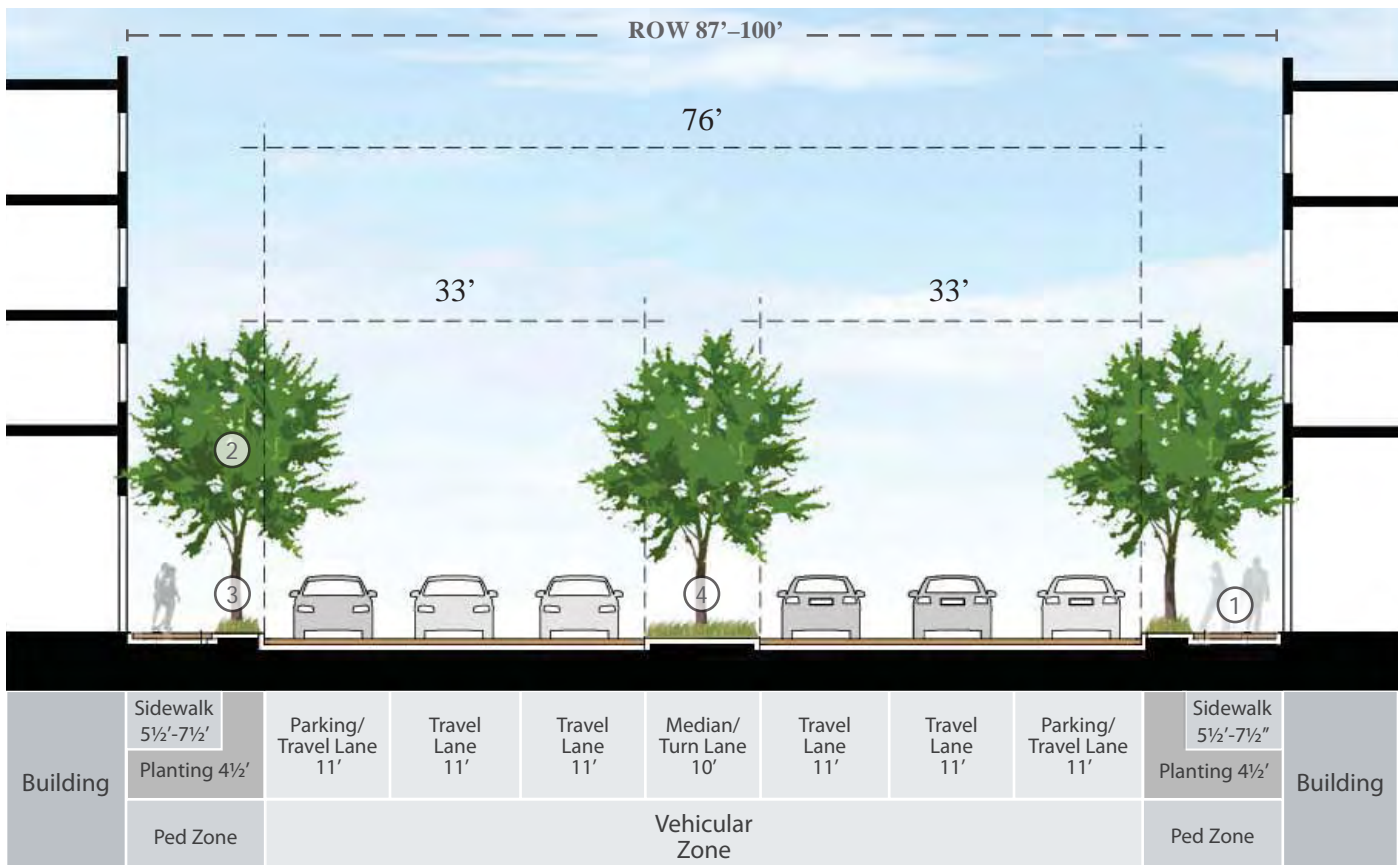
**Key Features and Enhancements**

- A focus on the pedestrian experience
- Transit amenities
- Transit only and shared transit lanes
- Signal synchronization

**Streets**  
Pacific Coast Highway

**Section Notes**

- ① Wider sidewalks
- ② Additional canopy trees
- ③ Landscaping buffer zone
- ④ Planted center median

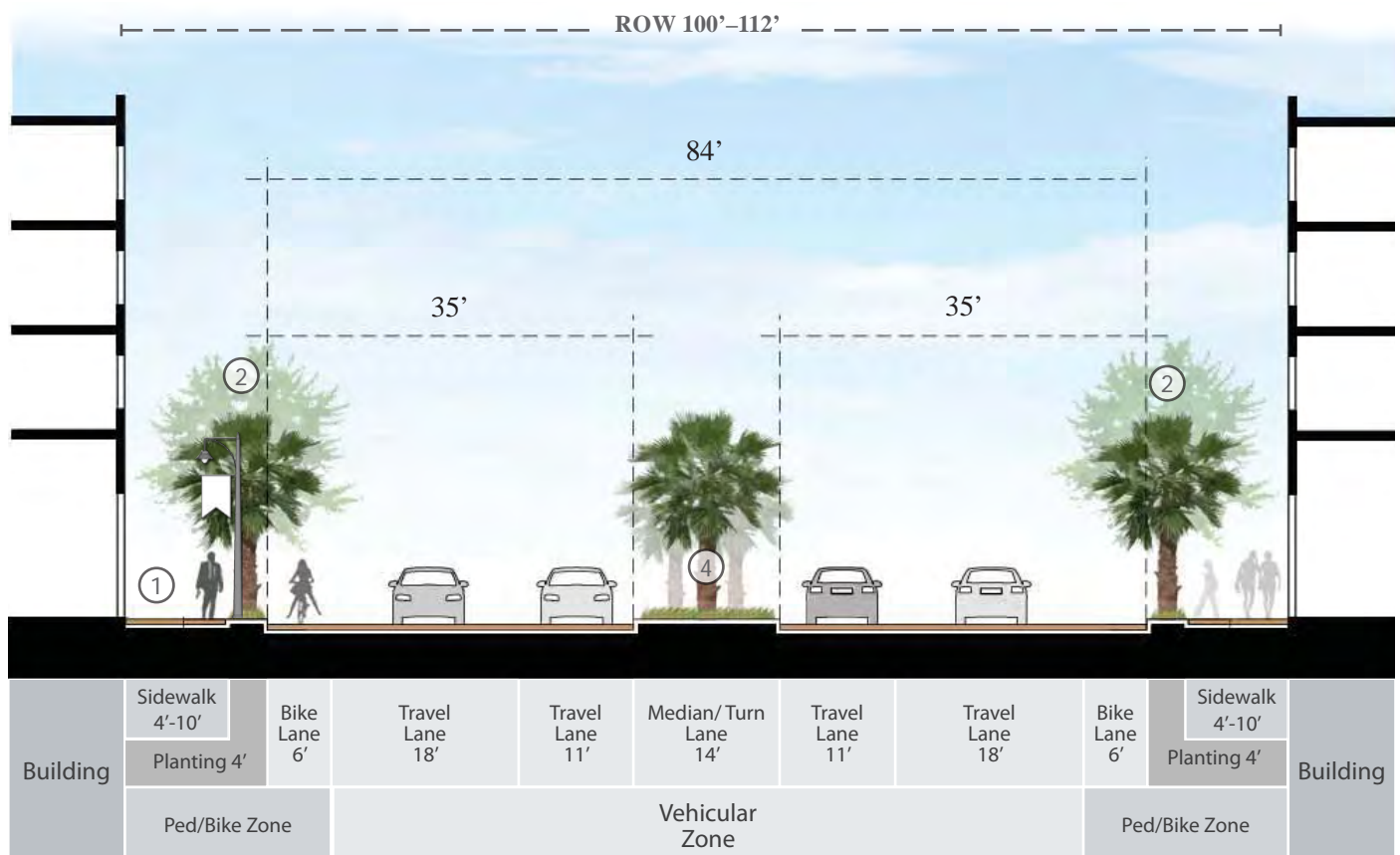


Note: Typical conditions for the streets shown; right-of-way may vary along the street. The portions of the public ROW that fall outside the Specific Plan boundary may not conform to the street sections shown in this figure.

FIGURE 4-8 MAJOR AVENUE (WITH BIKE LANE)

## MAJOR AVENUE TYPICAL MIDBLOCK STREET SECTION (WITH BIKE LANES)

<p><b>General Plan Mobility:</b> Varies</p> <p><b>Mobility Supported:</b> Bus, Pedestrian, Bike, Vehicle</p> <p><b>Key Features and Enhancements</b></p> <ul style="list-style-type: none"> <li>▪ A focus on the pedestrian experience</li> <li>▪ Shade for sidewalks &amp; bicycle lanes</li> <li>▪ Incorporation of planting areas along curb</li> </ul>	<p><b>Section Notes</b></p> <ol style="list-style-type: none"> <li>① Wider sidewalks</li> <li>② Additional canopy trees</li> <li>③ Landscaping buffer zone</li> <li>④ Planted center median</li> </ol>	<p><b>Streets</b></p> <p>Spring Street between Long Beach Boulevard &amp; Atlantic Avenue</p>
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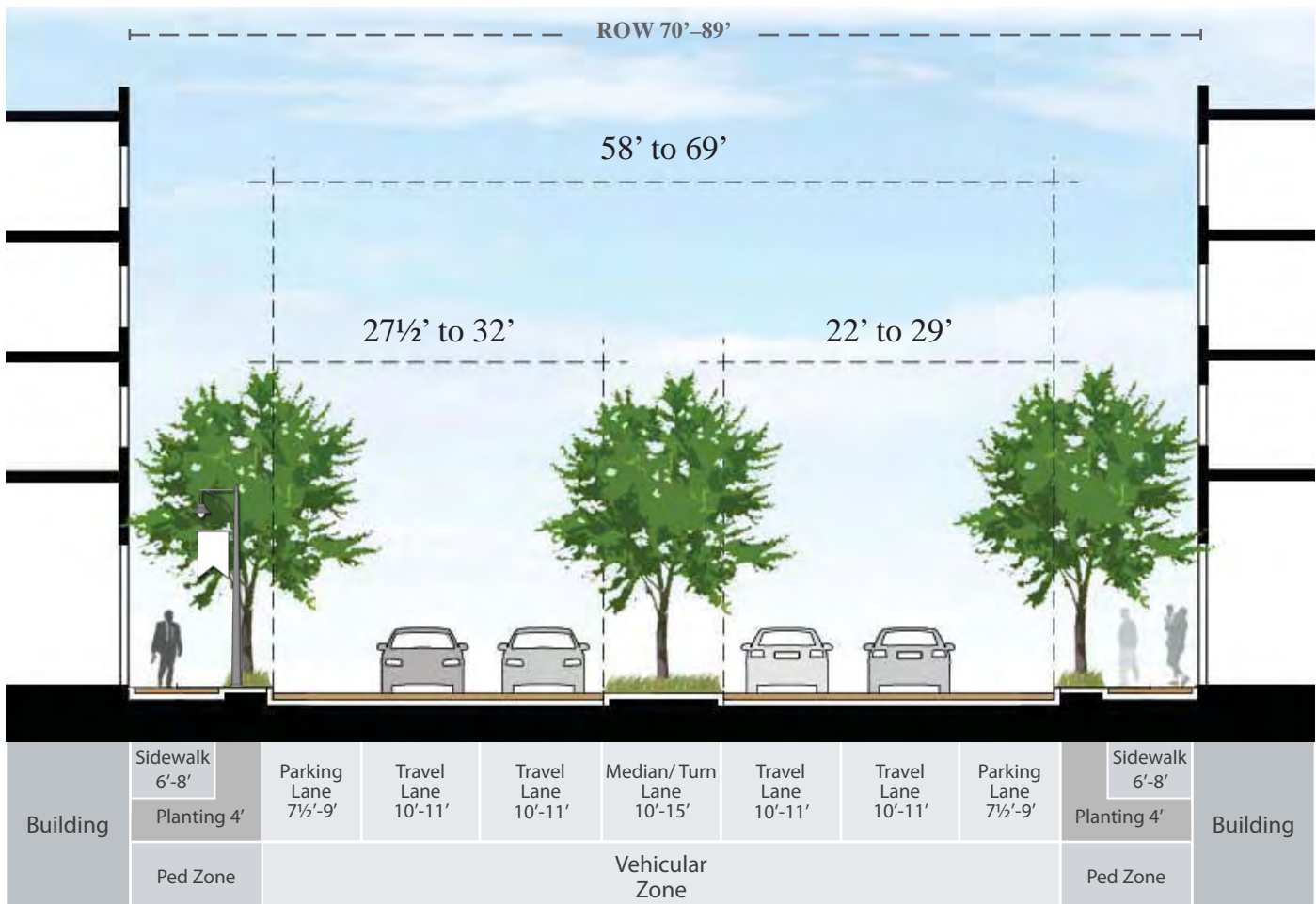


Note: Typical conditions for the streets shown; right-of-way may vary along the street. The portions of the public ROW that fall outside the Specific Plan boundary may not conform to the street sections shown in this figure.

FIGURE 4-9 MAJOR AVENUE (WITHOUT BIKE LANE)

## MAJOR AVENUE TYPICAL MIDBLOCK STREET SECTION (WITHOUT BIKE LANE)


<p><b>General Plan Mobility:</b> Varies</p> <p><b>Mobility Supported:</b> Bus, Pedestrian, Vehicle</p> <p><b>Key Features and Enhancements</b></p> <ul style="list-style-type: none"> <li>▪ A focus on the pedestrian experience</li> <li>▪ Bicycle Lanes</li> <li>▪ Signal synchronization</li> </ul>	<p><b>Section Notes</b></p> <ol style="list-style-type: none"> <li>① Wider sidewalks</li> <li>② Additional canopy trees</li> <li>③ Landscaping buffer zone</li> <li>④ Planted center median</li> </ol>	<p><b>Streets</b></p> <p>Atlantic Avenue</p> <p>Anaheim Street</p>
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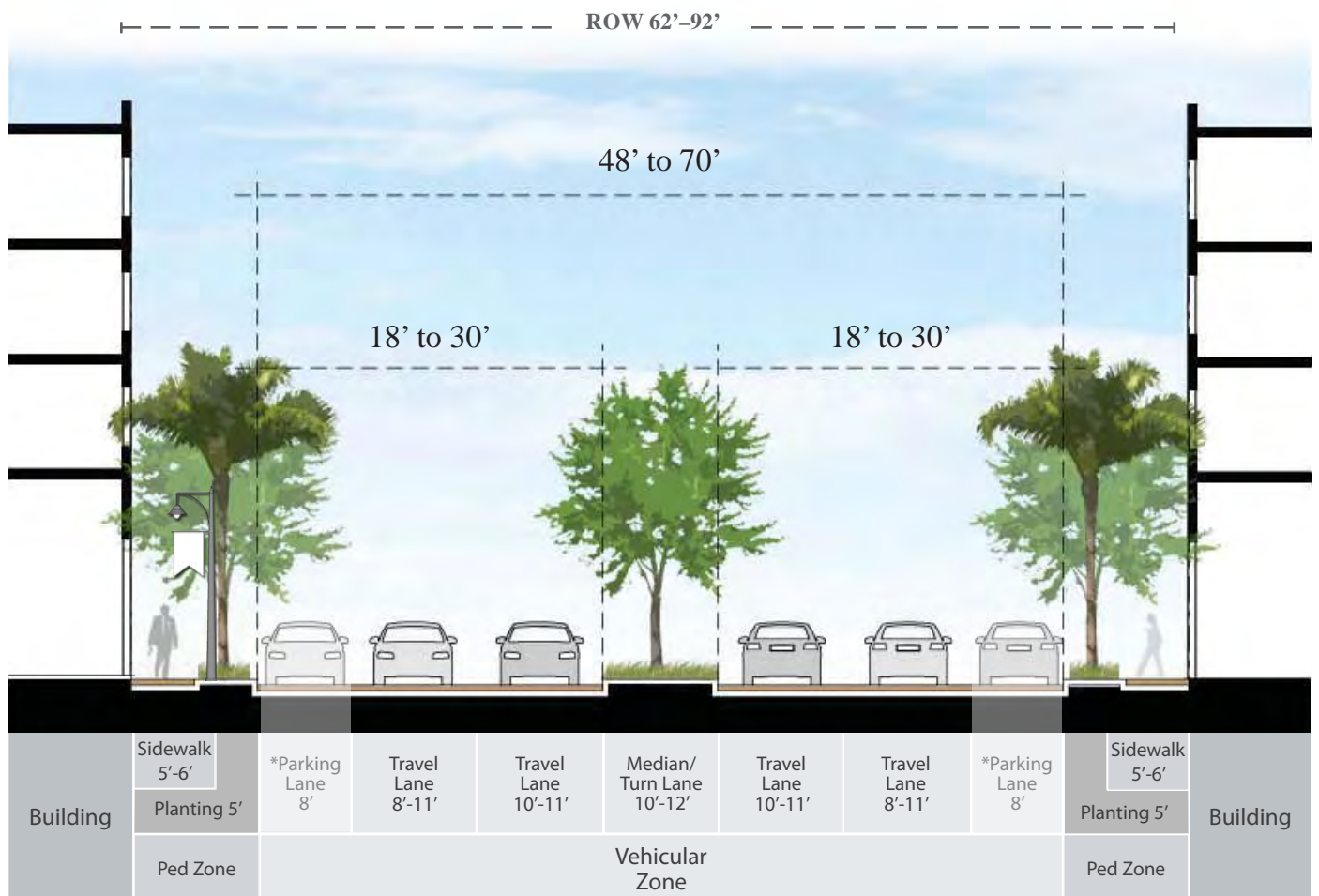
Note: Typical conditions for the streets shown; right-of-way may vary along the street. The portions of the public ROW that fall outside the Specific Plan boundary may not conform to the street sections shown in this figure.

FIGURE 4-10 MINOR AVENUE

## MINOR AVENUE TYPICAL MIDBLOCK STREET SECTION



<p><b>General Plan Mobility:</b> Not a Priority Street</p> <p><b>Mobility Supported:</b> Bus, Pedestrian, Vehicle</p> <p><b>Key Features and Enhancements</b></p> <ul style="list-style-type: none"> <li>▪ A focus on the pedestrian experience</li> <li>▪ Signal synchronization</li> </ul>	<p><b>Section Notes</b></p> <ol style="list-style-type: none"> <li>① Additional canopy trees</li> <li>② Landscaping buffer zone</li> <li>③ Planted center median</li> </ol>	<p><b>Streets</b></p> <p>Pacific Avenue</p> <p>Spring Street between Pacific Avenue &amp; Long Beach Boulevard</p>
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Note: Typical conditions for the streets shown; right-of-way may vary along the street. The portions of the public ROW that fall outside the Specific Plan boundary may not conform to the street sections shown in this figure.

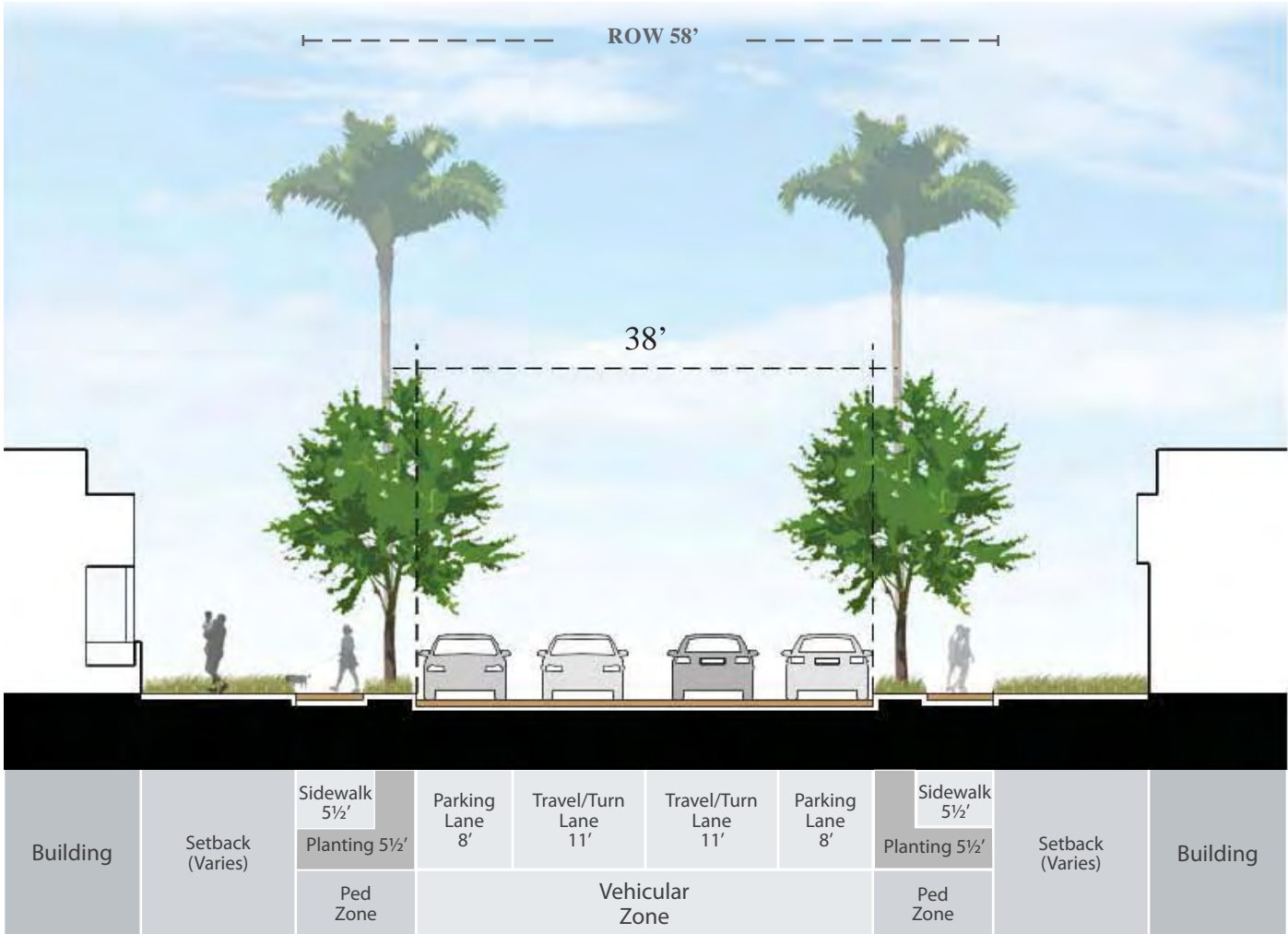
\*Parking Lane applies to Pacific Avenue.

FIGURE 4-11 NEIGHBORHOOD CONNECTOR AND LOCAL STREET

## NEIGHBORHOOD CONNECTOR AND LOCAL STREET TYPICAL MIDBLOCK STREET SECTION



<p><b>General Plan Mobility:</b> Not a Priority Street</p> <p><b>Mobility Supported:</b> Pedestrian, Bike, Vehicle</p> <p><b>Key Features and Enhancements</b></p> <ul style="list-style-type: none"> <li>A focus on the pedestrian experience</li> </ul>	<p><b>Section Notes</b></p> <ol style="list-style-type: none"> <li>① Wider sidewalks</li> <li>② Additional canopy trees</li> <li>③ Landscaping buffer zone</li> <li>④ Enhanced separated bike lane at curb level</li> </ol>	<p><b>Streets</b></p> <p>Streets not otherwise noted</p>
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Note: Typical conditions for the streets shown; right-of-way may vary along the street. The portions of the public ROW that fall outside the Specific Plan boundary may not conform to the street sections shown in this figure.



# DESIGN GUIDELINES

MIDTOWN SPECIFIC PLAN



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## 5.0 Design Guidelines

### 5.0.1 Purpose

The design guidelines are intended to promote quality design, consistent with overall vision, while providing a level of flexibility to encourage creative design. The guidelines direct the physical design of building sites, architecture, and landscape elements within the Specific Plan boundary. This comprehensive approach represents a more understandable and predictable role in shaping the physical future by emphasizing building form and landscape design that reinforce urban and transit-oriented development patterns.

These design guidelines are established to create a distinct character for Long Beach Boulevard and to ensure that new development is designed with a pedestrian emphasis that will cultivate a vital and active street life while creating an overall positive architectural aesthetic.

### 5.0.2 Applicability

The provisions of this chapter shall apply to all development within the Specific Plan boundary. Any addition, remodeling, relocation, or construction requiring a building permit that is subject to review by the Site Plan Review Committee shall adhere to these standards and guidelines where applicable.

### 5.0.3 Interpretation

Compliance with a design guideline written as a “shall” or “must” is required. A design guideline written as a “should” requires compliance unless a legitimate reason or acceptable design substitute is deemed acceptable through the design review process. A design guideline written with an action verb (e.g., provide, use, locate, create, establish, employ) is highly recommended.

A design guideline written as a “may” is permitted, but requires explanation of its necessity that is deemed acceptable through the design review process. Finally, a design guidelines written as “prohibited” or “not allowed” identifies an action or design that is not permitted.

## 5.1 BUILDING DESIGN

### 5.1.1 Massing and Scale

1. Quarter-block, half-block, and full-block development projects should all adhere to the character and objectives of the guidelines. Large and scaleless building masses should be avoided.
2. Substantial projects should be designed as a collection of suitably scaled buildings instead of a singular mass.

#### Design Context

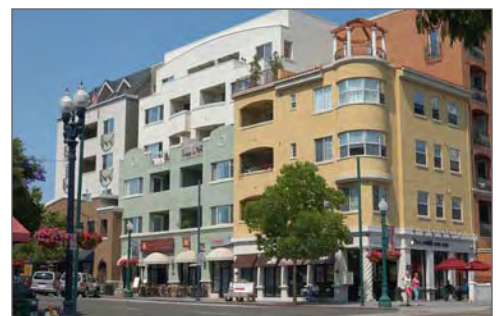
Building design should be compatible with or sensitive to structures within the block, especially when existing buildings are historically significant. Compatibility and or sensitivity can be expressed by architectural style, materials, floor heights, window placement, etc.

#### Cultural Resources & Adaptive Reuse

Buildings approaching 50 years of age could be considered cultural resources. These and other buildings may also be suitable candidates for adaptive reuse—repurposing a building to accommodate a new use. For additional information on adaptive reuse see Chapter 3, Section 3.7 Adaptive Reuse. To verify if a property is of potential historical significance see Chapter 7, Section 7.3.2 Cultural Resources.



*Massing defines the scale and overall theme of a building.*



*A large, mixed-use project should be designed as a collection of buildings.*



*Architectural detailing should be used to create shadows and façade relief.*



*Special attention should be paid to corner features of buildings at prominent intersections.*



*The roof should enhance the style of the building and be in harmony with the building's architecture.*

3. Buildings greater than three stories should provide variation by using balconies, fenestration, and sunshades to create an interesting pattern of projections and recesses, light, and shadow.
4. Building mass should be articulated to reflect a human scale, both horizontally and vertically. Examples of such building elements include articulated façades, corner elements, inset windows, highlighted entry features, and prominent cornices and rooflines.
5. Building mass should be placed towards the public realm, forming a distinctive street wall that outlines and characterizes the corridor.
6. When adjacent to existing single-family homes, buildings over four stories should be made less imposing by stepping back from the street level on elevations above the fourth floor.
7. Courtyards and atriums should be used to bring light and air into interior spaces, where appropriate.

#### 5.1.2 Corner Treatment

1. Buildings with special architectural elements (examples listed below) should be positioned on corners of significant intersections, entries, or near the center of grouped buildings.
  - a. Clock towers
  - b. Diagonal walls at the corner
  - c. A substantial art form or fountain
  - d. A taller, prominent rooftop element
  - e. Significant setbacks on upper floors
2. Renovations to existing corner buildings with blank walls should include additional articulation and detail, display windows, and extended façade material, colors, and treatments.
3. Vertical focal elements, such as towers, spires, and domes become landmarks and serve as orientation points for the community. Vertical focal elements are encouraged, especially for buildings adjacent to intersections and transit nodes.

#### 5.1.3 Roof Treatment

1. The style of the roof should be in accordance with the building's architectural character to enhance the value of the building design.
2. A variety of roof planes and ridge heights may be used.
3. Rooftop and other building mechanical equipment should be screened from public view and comply with the following:

- a. The building mechanical equipment should be housed within the building or enclosed in a penthouse structure that is incorporated with the design of the building.
  - b. When mechanical equipment is placed on a rooftop, it should be located below the highest vertical element of the building wherever possible to avoid the use of penthouse structures or other special screening devices.
  - c. When mechanical equipment is added to an existing building, it should be screened in such a way as to match the architectural style and materials of the existing building without giving the appearance of being added on.
4. Roof drains should be designed as an integral part of the structure.
  5. Roof access should be provided from the interior of the building. Exterior roof access ladders are not appropriate.

#### 5.1.4 Building Colors and Materials

1. Buildings shall use durable, high quality materials to develop long-lasting buildings that can be adaptively reused over time.
  - a. Brick, natural stone, precast concrete, and factory-finished metal panels (heavy gauge only, in corrugated or flat sections) are preferred.
  - b. Alternatives to stucco are preferred. When stucco is used it should be applied with a smooth finish. Stucco seams should be used to create visual interest for the building's façade and form.
  - c. The finish, texture, and color of materials should be compatible with the overall architectural theme.
2. Greater attention to detail and quality should be used at the lower levels of a building to contribute to an enhanced streetscape.
3. Encourage buildings to express a variety of architectural styles, but with full awareness of, and respect for, the height, mass, articulation, and materials of the high quality (desirable) older buildings that surround them.
4. Architectural style and use of quality materials shall be consistent throughout an entire mixed-use project; however, variations in materials and details may be used to differentiate between the residential and commercial portions of the project.
5. Construction details should be authentic and applied with consistency. Faux architecture that mimics a past era is strongly discouraged.



*High quality materials should be used and emphasis placed at the pedestrian level.*



*Variation in materials and color should be used to express form changes.*



*Stone, granite, precast concrete, and other high quality materials are encouraged.*



*The design and rhythm of windows is an important architectural element that should be used to enhance the building's visual appearance and should provide pedestrian interest.*



*Balconies may enhance a building's aesthetic by adding to the variety of building face articulation.*



*High quality materials are encouraged for residential buildings. Windows should allow for a shadow line and depth.*

6. Materials and colors should be used to imply form changes, particularly for entrance lobbies, massing changes, and different uses or tenants.
7. Bright color palettes should be tested on-site to verify appropriateness for the site and block.
8. Garage openings, entrance canopies, scuppers, downspouts, and metal railings should follow the aesthetic of the building theme.
9. The use of concrete is allowed as long as it is part of an overall architectural composition and should have a finished architectural expression.
10. Façade elements constructed of foam or foam molding are prohibited on the ground floor of buildings and should be avoided overall. If used, they should be well proportioned and constructed to avoid appearing glued to the building.
11. Concrete masonry units should only be used if they are fundamental to the building design and have a suitable appearance at the ground floor.

#### 5.1.5 Windows, Doors, Balconies, and Walls

1. The rhythm of windows and entrances should provide interest and engage pedestrians.
2. Clear glass should be used on the ground floor of façades with marginal obstruction from window signs, permanent shades, or interior displays.
3. Balconies and bay windows in upper stories are encouraged to enhance activity and provide "eyes on the street."
4. The design, size, type, and location of windows should enhance interior daylight and potentially decrease the size/type of required heating/cooling systems.
5. For nonresidential storefronts, curtain wall, metal panel, frameless glass porch wall systems, and high quality glass storefront wall systems should be used.
  - a. Installation using a vertical cavity system and reinforced fiber cement panels is acceptable.
  - b. Windows and glass curtain wall systems should be transparent. Highly reflective or very dark glass is not allowed.
6. For residential buildings, windows should be of high quality and afford a shadow line and depth. This may be achieved through inset windows with an integral frame or insetting the window into the exterior wall.

7. Walls should have breaks, recesses, and offsets, especially at entries and important intersections. Long walls shall be made more attractive and visually interesting through the incorporation of surface articulation, pilasters, and view fencing, where appropriate.
8. Murals, trellises, or vines and espaliers should be placed on large expanses of walls at the rear or sides of buildings to soften the wall and create interest.

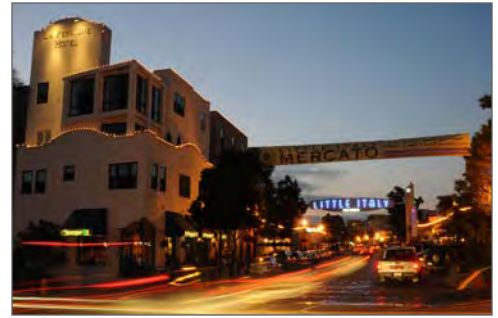
### 5.1.6 Architectural Lighting

1. Lighting should enhance the building's architecture and augment the street and sidewalk experience at night.
2. Direct lamp glare from unshielded floodlights is not permitted.
3. Lighting that aims light directly into the night sky is prohibited.
4. Internal and external storefront lighting should be designed for ground floor retail and restaurant spaces to augment the pedestrian space and encourage window shopping even when stores are closed.
5. Special illumination should be used to highlight main building entrances and add interest to the building façade. Subtle lighting to accent the architecture and special architectural elements (such as distinctive building rooftops) is encouraged.
6. Secondary building entrances and parking/loading/service access points should have lighting compatible with the project's lighting to maintain a safe environment around the entire project, especially where pedestrians and other building tenants circulate.
7. Warm white light is encouraged. Blinking, flashing, and oscillating lights are prohibited. Colored lights are not encouraged unless they contribute to the theming of commercial areas or establishments. Overly bright or glaring lights should be avoided.
8. Automatic timers should be programmed to maximize personal safety at night while conserving energy. They should be reset seasonally to match the flux of dusk/dawn.
9. Exterior lighting should be designed and located to not project off-site or onto adjacent uses. This is especially critical with neighboring residential uses.

## 5.2 FAÇADES AND STREETWALLS

### 5.2.1 Articulation and Details

1. Streetwalls should be consistent along Long Beach Boulevard, with articulation used primarily for entrances and outdoor dining areas.



*Illumination should augment the architecture of the building and add to the pedestrian experience.*



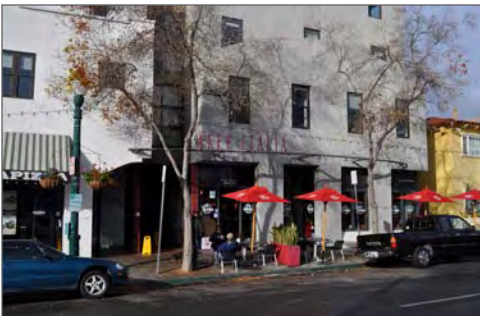
*Lighting should be used to highlight architectural features of a building.*



*Individual buildings along the street wall should be defined by providing differences in materials, colors, and embellishments.*



*Variety in fenestration, materials, texture, and color should be used to avoid a monolithic street face.*



*Entrances to storefronts should stand out from the store façade.*



*Storefront signage should be minimized so as not to obscure the transparency of the windows which adds to the liveliness of the streetscape.*



*Awnings are encouraged, as they augment the pedestrian experience.*

2. Individual buildings along the streetwall should be delineated. Provide slight differences in materials, coloration, and embellishment while keeping consistent floor heights, structural bay patterns, and upper-story window placements.
3. The highest level of details should occur on the ground floor's front façade and façades visible from public streets. However, similar and complementary massing, materials, and details should be incorporated into side and rear façades.
4. Building façades should be articulated with a building base, body, and roof or parapet edge. This creates a shared point of reference that allows different buildings to relate to each other, regardless of individual architectural styles or approaches.
5. Monolithic building wall façades should be broken by horizontal and vertical articulation, including variation in the wall plane (projecting and recessing elements), variation in wall height, and roofs containing different forms and located at different levels.
6. Openings in the streetwall should be restricted to those needed to provide for pedestrian paseos, public plazas, entry forecourts, and permitted vehicular access driveways.
7. Building façades should include three-dimensional detailing such as cornices, belt courses, window moldings, bay windows, and reveals to create shadows and façade relief. Ample, articulated doors and windows create visual interest and allow one to see inside.
8. Materials, texture, patterns, colors, and details on building façades should vary to diminish the perceived mass of large buildings and to create the impression of smaller-scale buildings.

### 5.2.2 Entrances and Storefronts

1. Active uses along the streetwall should be focused at the sidewalk level with the greatest concentration at the intersection of two streets.
2. Entries to stores and ground-floor commercial uses should be visually distinct from the rest of the store façade, with inventive use of scale, materials, glazing, projecting or recessed forms, architectural details, color, and/or awnings. These entries should have direct at-grade access from the sidewalk.
3. Individual storefronts should be clearly defined by architectural elements, such as piers or changes in plane and/or materials.
4. Live-work or shopkeeper units should be designed to appear like a commercial storefront, gallery, or urban light industrial, compatible to the area it is most affiliated with in character.

5. Between 3 and 12 feet above the sidewalk, a minimum of 60 percent of the façade should contain windows of clear or lightly tinted vision glass that allows views of indoor space. Heavier tinted or mirrored glass should not be permitted.
6. Incorporate Crime Prevention Through Environmental Design (CPTED) design measures to design safer environments in all new development. Physically intimidating security measures such as window grills or spiked gates should be avoided; security concerns should be addressed by creating well-lit, well-used streets and active residential frontages.
7. The residential units must be designed to ensure the security of residents through the provision of secured entrances and exits that are separate from the non-residential uses and are directly accessible to resident parking areas.

### 5.2.3 Awnings, Canopies, and Marquees

1. Awnings, canopies, and marquees enhance the pedestrian environment by providing visual interest and a human scale. Their use is encouraged, but care must be taken so they do not negatively impact the pedestrian zone.
2. Ground supports for encroachments are prohibited.
3. A continuous series of awnings, canopies, or other coverings is encouraged along all retail street frontages. Awnings and canopies should be designed to correspond to individual storefront structural bays and should convey the outline and proportion of storefront window openings.

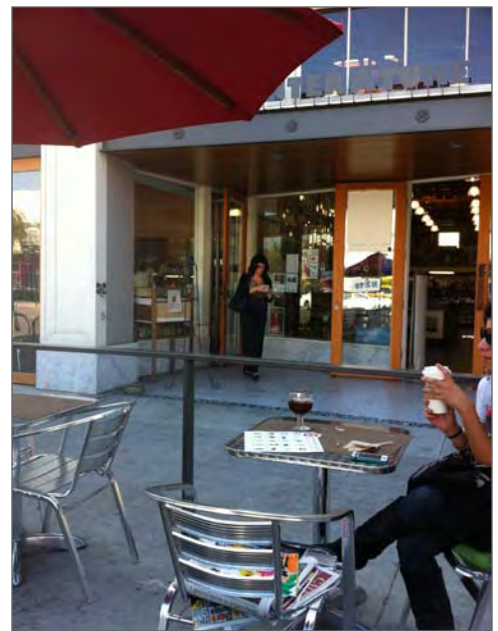
## 5.3 OPEN SPACE

### 5.3.1 Public Space

1. Public open spaces, such as plazas, arcades, and paseos, should be incorporated into the public right-of-way.
2. Public open spaces should be surrounded by attractively designed buildings and landscape elements, as well as uses that promote pedestrian activity.
3. Outdoor dining areas are encouraged within plazas to encourage activation of the pedestrian realm.
4. Buildings, signs, landscaping, and outdoor furniture should work together to create a pleasant pedestrian environment. Trees that provide shade are especially important and should be incorporated within public outdoor spaces.



*Open space with pedestrian amenities such as seating, shade, landscaping, and water features are ideally located at intersections.*



*Outdoor dining areas are encouraged along pedestrian pathways and within plazas.*



5. Site amenities, such as seating areas, drinking fountains, provisions for bicyclists, water features, and public art should be incorporated into the public right-of-way and should complement its architectural character.
6. A perimeter feature such as a low hedge or seat wall may be included along the edge of a park or plaza, but fencing is prohibited unless hours are restricted.
7. String lights (non-blinking), can be used to accent trees or trellises within public spaces to create a festive atmosphere at night.



*Pedestrian paseos should be constructed when blocks are greater than 400 feet.*

### 5.3.2 Pedestrian Pathways

1. Safe and convenient pedestrian connections should be provided between buildings, public open spaces, and parking areas. These areas should be visually emphasized through the use of landscaping, lighting, and/or distinctive paving.
2. Public paseos should be made available where blocks are greater than 400 feet in length or where a destination, view, or pedestrian path warrants a midblock pedestrian link.
3. The on-site pedestrian circulation system should be directly connected to off-site public sidewalks.
4. Pedestrian connectivity should be preserved and emphasized when transitioning between neighborhoods and differing land uses.
5. Walkways and paseos should be lit to ensure safe nighttime conditions.
6. Lighting should be scaled for pedestrians and of a style consistent with the surrounding architectural theme.
7. Where appropriate, pocket lighting may be incorporated into walls, stairs, or bollards.



*Intersections and vehicle access should be designed to be attractive and efficient, but also safe for pedestrians and bicyclists.*

## 5.4 CIRCULATION AND PARKING

### 5.4.1 Access

1. Vehicular access to each site must be designed to minimize conflicts between pedestrians, autos, and service vehicles. Sight lines, pedestrian walkways, and lighting are factors to consider in final site designs. Entrance and exit points should be well marked with streetscape and landscape features.
2. The number of site access points should be minimized. Curb cuts should be located on minor secondary streets, which assists in eliminating pedestrian and vehicular conflicts.
3. Parking lot access points should be located as far as possible from street intersections to allow adequate stacking room.

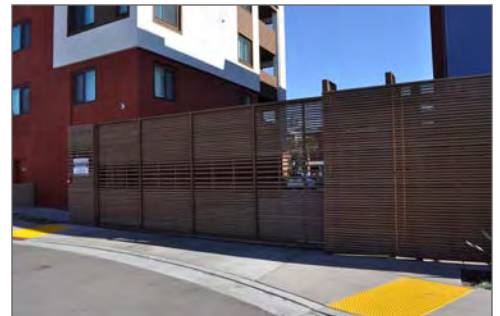
4. Dead end drive aisles should be avoided.
5. Colored, textured, and/or permeable paving treatments at entry drives are encouraged.
6. The main vehicular access into a multi-family development should be through an entry drive rather than a parking drive.

#### 5.4.2 Service and Loading Areas

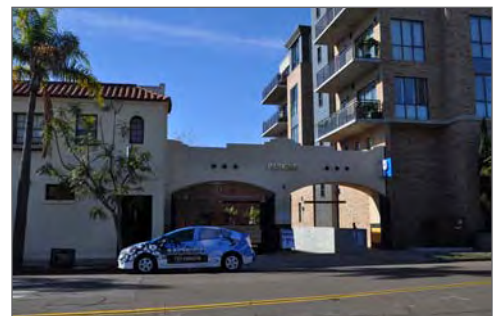
1. Service and loading access points and doors should be designed as integral components of the façade and should use materials fitting with other materials used throughout the building.
2. Service and loading areas should be carefully designed, located, and integrated into the site plan so they do not detract from the street scene or create a nuisance for adjacent property owners or vehicle traffic.
3. Service and loading areas should be behind the primary structure out of public view whenever possible. Otherwise, they shall be shielded with berms, landscaping, attractive walls, or decorative screening.
4. When commercial properties are adjacent to residential properties, loading and delivery facilities should be away from the residences or screened with vegetation.
5. The location of the service and loading areas should consider noise impacts to adjacent properties, which may necessitate enclosing the service or loading area.
6. Service and loading areas should be designed so that service vehicles have clear and convenient access and do not block adjacent vehicular or pedestrian circulation.

#### 5.4.3 Parking

1. The site area adjacent to the street should not be dominated by parking. Surface parking lots shall not front Long Beach Boulevard. Vehicular parking is encouraged to be hidden from view.
  - a. Parking should be concentrated in areas behind buildings and away from the street. Parking can be provided underground, in above-ground garages, or behind street-facing buildings in interior parking courts.
  - b. Parking lots should be screened from adjacent street views but should not be hidden from the view of passersby and police. Headlight walls used to screen parking should provide breaks to allow pedestrian circulation. The walls should be low enough for safety and security purposes.



*Service areas should be located behind the building, away from public view.*



*Parking structures should be screened so that they enhance the pedestrian environment.*



*Parking should be placed behind buildings and landscaped to help reduce the heat island effect.*

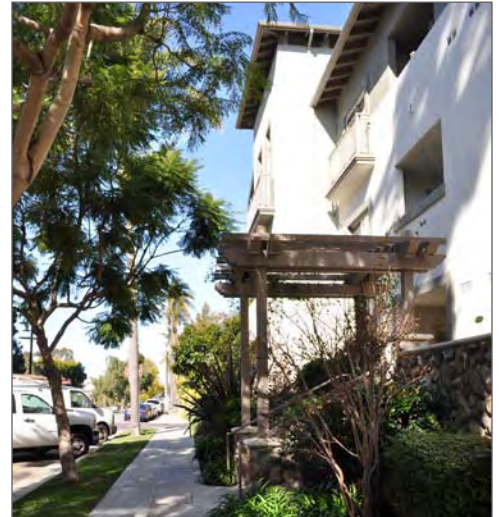


*Garage openings should adhere to the overall aesthetic of the building's architecture.*

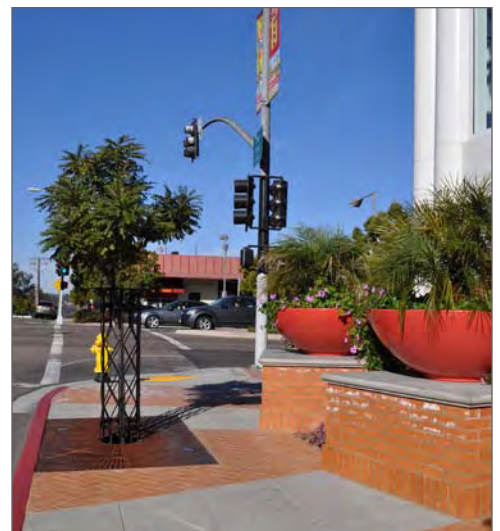
- c. Parking structures and surface lots should be located or screened to enhance the pedestrian environment rather than detract from it and shall comply with landscaping standards in Chapter 21.42 of the Municipal Code.
2. Large projects should break up parking areas into a series of smaller connected parking areas to create visual interest.
3. Where parking structures are provided, shops, offices, or other commercial spaces should be incorporated on the ground level of the parking structure along street frontages to maintain a pleasant pedestrian experience.
4. Garages should be designed as an integral part of the architecture of the development. They should be of the same materials, color, and detail as the principal buildings of the development.
5. The functional façades of parking structures should be screened using architectural solutions and/or a landscaping that is be integrated and visually consistent with the existing or proposed streetscape.
6. Sufficient tree coverage should be provided within surface parking lots to mitigate the heat island effect and improve views from adjacent streets and buildings.
7. Landscape elements such as green screens or shrub massings at least five feet wide should be provided along parking lots adjacent to a street. Landscape planters should be provided adjacent to garage entries along drive aisles to help soften the built environment.
8. Shared access to parking courts with neighboring parcels is highly encouraged.
9. Short-term parking should be on-street when permitted by the street design.
10. Accessible, secure, and lockable bicycle parking should be provided at strategic locations throughout the development.
11. Parking area lighting should be designed using many small-scaled lights versus fewer, excessively tall lights.
12. Lighting fixtures should be a continuation of the theme of surrounding architectural styles and in keeping with the quality of surrounding buildings.

## 5.5 LANDSCAPING

1. Trees should be used to create an intimate scale, enclose spaces, and frame views, but placement should respect the long-range views of surrounding neighbors.
2. Seasonal shading from trees and shrubs on southern and western façades should be used when developing planting schemes for courtyards and required setback areas. Deciduous trees provide solar control during summer and winter while providing fall color, seasonal flowers, and other desired effects.
3. Vines and potted plants should be used to provide façade texture and color, as well as to accentuate entries, plazas, and paseos.
4. Accent planting should be used around entries and key activity hubs.
5. Formal planting designs are encouraged in courtyards, plazas, and tree wells along the street frontages. Water features should be used with landscaping and natural materials in courtyards and plazas.
6. Vines, espaliers, and potted plants should be used to provide wall, column, and texture and color and to accentuate entryways, plazas, and paseos.
7. Incorporate roof gardens where possible. Soil depths, roof drainage, and waterproof membranes should be considered during the structural design of the building.
8. Irrigation systems should be designed to apply water slowly, allowing plants to be deep watered and reducing runoff. Low-volume irrigation drip systems should be used in all areas except turf irrigation and small ornamental planting. Each street tree should be watered by at least two deep watering bubblers separate from all other irrigation.
9. Landscaping directly below the eaves or at a rain gutter outlet should be sturdy and able to tolerate heavy sheet flow and periodic saturation.
10. Landscaping should be used to screen trash enclosures, parking areas, storage areas, loading areas, and public utilities.
11. The selected plant species and design and placement of landscaping should provide for natural surveillance of pedestrian areas and should avoid the creation of hiding places.
12. Trees and shrubs should be located and spaced to allow for mature and long-term growth of canopies and root spaces.



*Trees and landscaping should be used to enhance the pedestrian environment and buffer the setback.*



*Potted plants may be used to provide articulation and color to entryways, paseos, and plazas.*



*Formal planting designs and water features are encouraged in courtyards, plazas, and entry areas.*



*Residential signs should be compatible with the building's architecture.*



*Creative signs that relate to the architecture add to a building's appeal.*

## 5.6 SIGNAGE

### 5.6.1 Overall

1. Signs should be compatible with or complementary to the building's character, including the architecture and landscape. Signs should enhance the overall theme of the site and building.
2. If multiple signs are on a single façade, the signs should be arranged in a hierarchical order and should be situated toward varying viewpoints.
3. A shared sign program should be used if multiple tenants are displayed on a single sign. Names should be of a consistent typeface, size, and color palette.
4. A joint sign program should be designed for multi-building sites or buildings that are part of corporate campuses.
5. Mixed-use projects with ground floor commercial should adhere to the standards for nonresidential signs.

### 5.6.2 Placement

1. Signs should typically be above the ground floor storefront and just below the second floor windows, or below the building cornice of one-story buildings.
2. Signs should be affixed so that they relate to the building design. If new bolt holes or brackets are needed, care should be taken that installation does not damage the building.
3. Signage attached to storefront windows should be kept to a minimum.

### 5.6.3 Design and Content

1. Signs should be cohesive with the building's architecture and landscape and express a well-defined hierarchy of information.
2. A sign's message should be as brief as possible.
3. Lettering on a sign should be legible and of an appropriate scale to be read by the intended user.
4. Typefaces, characters, and graphics for signage at the street level should be appropriately scaled for viewing by pedestrians.
5. Letters should be spaced an appropriate distance from one another to be easily readable. Letters spaced too close together or too far apart are difficult to read.
6. Lettering styles should be limited to three or less on a single sign to maximize legibility.

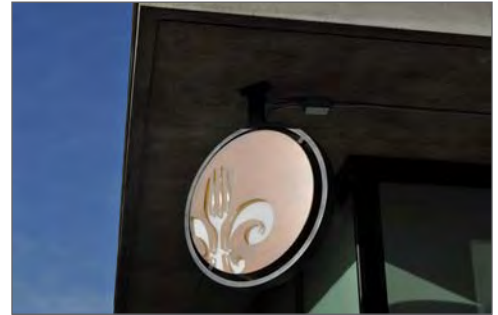
7. Symbols and logos may be used in place of words and are often a more efficient and effective way to display information.
8. A substantial contrast between the letters or symbols and the background will improve a sign's legibility.
9. A sign should typically include no more than three colors to be easily legible.

#### 5.6.4 Structure and Materials

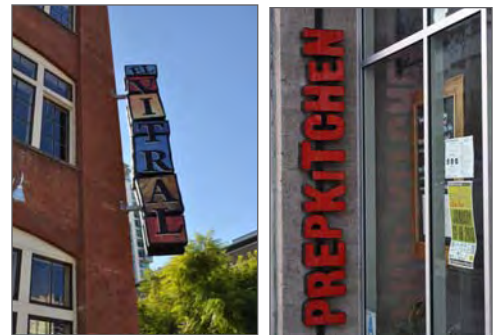
1. All raceway should be hidden from view. If this is not possible, then it should be finished to match the background wall.
2. Signage should be of a permanent type, neatly designed, well-constructed, and properly weather-proofed, and should incorporate original designs.
3. Signs should be constructed of durable materials.
  - a. Metal: formed, etched, cast, and/or engraved and powder-coated or otherwise protected
  - b. Wood: carved, sandblasted, or etched and properly sealed, primed, and painted or stained
  - c. High density preformed foam or similar materials
4. Rectangular sign cabinets and plastic are not recommended.
5. Signs composed of individual letters and/or symbols are desirable. Cut-out or open three-dimensional letters are encouraged.

#### 5.6.5 Illumination

1. Signs should be externally illuminated by ambient lighting, lights attached to the façade, or exposed neon on the top. External illumination should use focused, low-intensity equipment.
2. Additional illumination should be used when street lights or display window lights do not provide adequate illumination.
3. Channel letters that are individually illuminated are desirable, but internally illuminated plastic cabinets are discouraged.
4. Signs illuminated by downward directed, wall-mounted lights with fully shielded lamps are encouraged.
5. Projecting light fixtures used for externally illuminating signs should not obscure the graphics of the sign.



*Symbols may be used instead of words and are often more effective.*



*Signage should be of a permanent type, neatly designed, well-constructed, and properly weather proofed, and should incorporate original designs. Channel letters that are individually illuminated are encouraged.*



*Signage that is internally illuminated is easy to read at night and strengthens the identity of the individual store and overall area. External lighting sources should be focused and low intensity. Additional creative elements can be added that serve during the day and night.*

### 5.6.6 Temporary Signs

1. A banner sign attached to a building wall should be the only type of temporary sign allowed.
2. Banners should be understated and observe the design standards of all permanent signs. Banners should remain only for a time period necessary for a specified event.
3. Banners should comply with Section 21.44 of the Municipal Code. Banners should not be displayed in any other fashion. Balloons, flags, etc., are not permitted.



*Walls may be made more visually interesting by incorporating art work or other surface articulation.*

### 5.7 PUBLIC ART

1. Public art should be developed in the most accessible and visible places and considered in relation to other visual elements and cues (signage and other elements that may impede or heighten its enjoyment).
2. Public art should reflect Long Beach Boulevard’s visual and cultural setting. New installations shall provide a contextual understanding of and be clearly related to the City’s overall network of public art.
3. Artists should create sustainable, maintainable works of art that aspire to the highest standards of innovation and aesthetic quality.
4. Public art shall be integrated into the project’s design at an early stage of development to ensure cohesiveness of site design, architecture, art, landscape, and public space.

### 5.8 UTILITY, TRASH, AND RECYCLING AREAS

1. All utilities, such as backflow prevention devices, groupings of meters, etc., shall be located outside the public right-of-way within a building recess, utility room, or landscaped area and be fully screened from view of the public right-of-way.
2. The utility components of future commercial occupants (e.g., grease traps, exhaust chutes, air conditioning) should be thought of in advance, during the initial building design, to avoid problems when retrofitting buildings after construction.
3. A combination of elements should be used to screen utility, trash, and recycling areas, including solid masonry walls, berms, and landscaping.
4. Materials used on trash, recycling, utility, and mailbox enclosures and screens should be the same as or compatible with the primary building. Enclosures connected to or separate from buildings should have a solid, architecturally compatible roof structure.
5. Drainage from adjoining roof and pavement should be diverted around the trash and recycling area.



*Utilities should be outside of the public right-of-way and should be screened.*

## 5.9 RESOURCE CONSERVATION

### 5.9.1 Energy Efficiency

1. Projects and buildings are encouraged to be more energy efficient than required by local and state codes.
2. Energy efficient building materials should be used whenever possible and appropriate.
3. EPA “Energy Star” labeled windows with low-e coatings are encouraged.
4. Energy-efficient and natural lighting should be used wherever possible. Maximize daylighting and views through window placement and design. Passive solar design can be used to reduce heating requirements by 30 percent to 50 percent, thus saving money and energy.
5. Materials that reduce the transfer of heat into and/or out of the building should be used. For example, the use of light-colored roofing materials to reflect heat and reduce cooling in buildings is encouraged.
6. South- and west-facing windows should be shaded with an overhang, deciduous trees, or awnings to reduce summer exposure.
7. Parking structures should integrate sustainable design features such as photovoltaic panels (especially on top parking deck), renewable materials with proven longevity, and stormwater treatment wherever possible.
8. Non-toxic, recycled-content materials should be used whenever possible.

### 5.9.2 Landscaping and Drainage

1. Projects are highly encouraged to use native and low-water-use plants consistent with the landscaping palettes recommended by the Long Beach Water Department.
2. Irrigation systems should incorporate water conserving methods and water efficient technologies such as drip emitters, evapotranspiration controllers, and moisture sensors. Explore opportunities to reuse rain water and/or gray water for irrigation.
3. Landscaping areas should use minimal water resources and impermeable surfaces. Drought-tolerant grasses should be used for lawn areas where possible, while lawn or turf shall be limited to areas that serve a functional purpose.
4. Drainage should be directed to permeable areas to minimize discharge to the storm drain system. Use pervious or open grid paving for parking areas whenever possible to reduce the negative effects of stormwater runoff and to facilitate groundwater recharge.



*Solar orientation of the building, overhangs, and other devices placed on the exterior of buildings reduce direct sunlight into interiors, lowering heat gain and the amount of energy needed for cooling.*



*Native and drought-tolerant landscaping should be used in parkways and setbacks.*





*Active commercial uses should make up the majority of the building's ground floor, to serve residents, visitors, and transit users.*

## 5.10 TRANSIT STATION AREAS

1. Transit amenities such as bus stops, seating, bike racks, bike storage, and showers should be integrated into new projects to promote the use of alternative transportation.
2. The ground floor of buildings should comprise mostly active commercial uses to enliven the pedestrian environment and provide retail experiences and services to transit users.
3. Enhanced pedestrian lighting should be incorporated into the design of new projects to augment the safety of the station areas.
4. The design of plazas, with seating and landscape elements, at the corners of buildings adjacent to transit station areas is encouraged to provide public open space for residents, visitors, and transit users.
5. The provision of publicly accessible restrooms as part of a new project in a transit station area is strongly encouraged.
6. Proposed projects within 100 feet of a Metro facility shall supply written notice to Metro upon filing of their Site Plan Review Application. Projects within 100 feet of a Metro facility shall be designed consistent with Metro policy and guidelines and shall offer the appropriate noise easement to the benefit of Metro.

## 5.11 OUTDOOR LIGHTING

1. Lighting fixtures should be compatible with the architecture of surrounding buildings to maintain a consistent and cohesive theme.
2. Light fixtures shall be made of materials that have long life spans and are able to withstand constant use and exposure to the elements.
3. Pedestrian-scale lighting shall be provided at building entryways, vehicle and bicycle parking areas, seating areas, transit stops, common open space areas, and pedestrian paths. The type, style, and intensity of lighting should reflect the use and character of the area.
4. The height, brightness, and spacing of lighting elements should be appropriate to the scale and classification of the roadway.
5. Pedestrian lights shall be placed at consistent height and interval to sufficiently illuminate pedestrian path of travel.
6. Lighting levels shall be adequate for safety while minimizing light spillage and glare.
7. Light poles and freestanding fixtures shall be placed outside of pedestrian walkways.



*Light poles should be out of the public right-of-way and should be a similar style with the architecture of surrounding buildings.*

8. Lighting shall not be directly aimed onto adjacent properties. Outdoor lighting adjacent to residential areas should be shielded and directed away from the surrounding residential use.
9. Lighting of surface parking areas and common open space areas should be aimed downward and/or shielded to minimize light pollution and preserve views of the night sky.

See Section 5.6.5 for guidelines pertaining to the Illumination of Signage.



*Lighted bollards provide pedestrian-scale lighting by illuminating a safe path of travel.*

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# **INFRASTRUCTURE**

**MIDTOWN SPECIFIC PLAN**

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## 6.0 Infrastructure

### 6.1 WATER

The City of Long Beach provides water service and distribution to all of the City's residents and businesses. The Long Beach Water District (LBWD) receives water from three main sources: imported water from Metropolitan Water District (MWD), groundwater pumped and treated from municipal wells, and recycled water. The LBWD operates the largest groundwater treatment plant in the United States and has the capability to treat up to 62.6 million gallons of water per day (MGD). MWD is the City's wholesale supplier and the primary source of imported water originates from the Colorado River and the State Water Project.

The Midtown Specific Plan area is served by a variety of lines (from 2" to 30") located in the public streets, alley ways, parks, and parking lots. Using the existing hydraulic water model LBWD did not identify any existing deficiencies or fire flow issues in or around the Specific Plan area. Additionally, no major water infrastructure improvements are planned in the area beyond the standard maintenance and replacement program currently implemented through the LBWD's Capital Improvement Program. However, new development within the Specific Plan area may require the construction of new on-site water lines. Projections using the current water model identified that an existing 8" line in Transit Node 6 may require upsizing dependent upon additional development in Corridor 3 and Transit Node 6. Additional fire flow and pressure tests are required for projects serviced by this 8" line. Figure 6-1 illustrates the water system for Midtown and location of possible future pipe upsizing.

### 6.2 SEWER

Long Beach provides sewer/wastewater service to the area addressed by the Midtown Specific Plan. The majority of the sewer system in this area is within design capacity under both existing and potential buildout conditions. The findings of the analysis conducted for this Specific Plan are consistent with the City's 2013 Sewer Master Plan, which did not identify any deficiencies within the main sewer lines of the Specific Plan area.

While a few segments are currently flowing above the design capacity, replacement and upsizing are not immediately required and are instead identified as needing additional study. No segments are known to flow significantly above the design capacity. Transit Node Districts 5 and 6 contains lines suggested for further study (project specific flow monitoring and modeling) prior to the construction of new development projects. Figure 6-2 identifies existing lines and the areas requiring additional evaluation.

### **6.3 STORMWATER**

The Midtown Specific Plan area is served by two primary flood control and drainage systems. The City of Long Beach operates and maintains a storm drain system of catch basins and pipes that range from 12" to 90", while the Los Angeles County Flood Control District (LACFCD) operates and maintains flood control facilities, including pipes ranging from 48" to 93". All runoff from the Specific Plan is ultimately discharged into the Los Angeles River via three separate pump stations: Cerritos, Hill Street, and Willow.

The City's 2005 Master Plan of Drainage identified four areas of deficiency in the Specific Plan area, including two City lines in the Medical District (District 4) and two LACFCD facilities within Corridor District 2. Implementing the improvements already identified in the 2005 Master Plan will adequately accommodate the potential buildout of the Specific Plan area. Figure 6-3 shows existing lines and recommended improvements.

### **6.4 RECLAIMED WATER, LOW IMPACT DEVELOPMENT, AND BEST MANAGEMENT PRACTICES**

The City's 2010 Recycled Water master Plan identifies Veterans Park Community Center (within Veterans Park) and Memorial Medical Center as two large potential recycled water customers, along with about 20 other small potential recycled water customers in the Midtown Specific Plan area. There are no existing recycled water pipelines within the Specific Plan area. Since the area does not have capacity today major infrastructure projects and major private development projects may trigger the need to re-evaluate a connection to recycled water for Midtown.

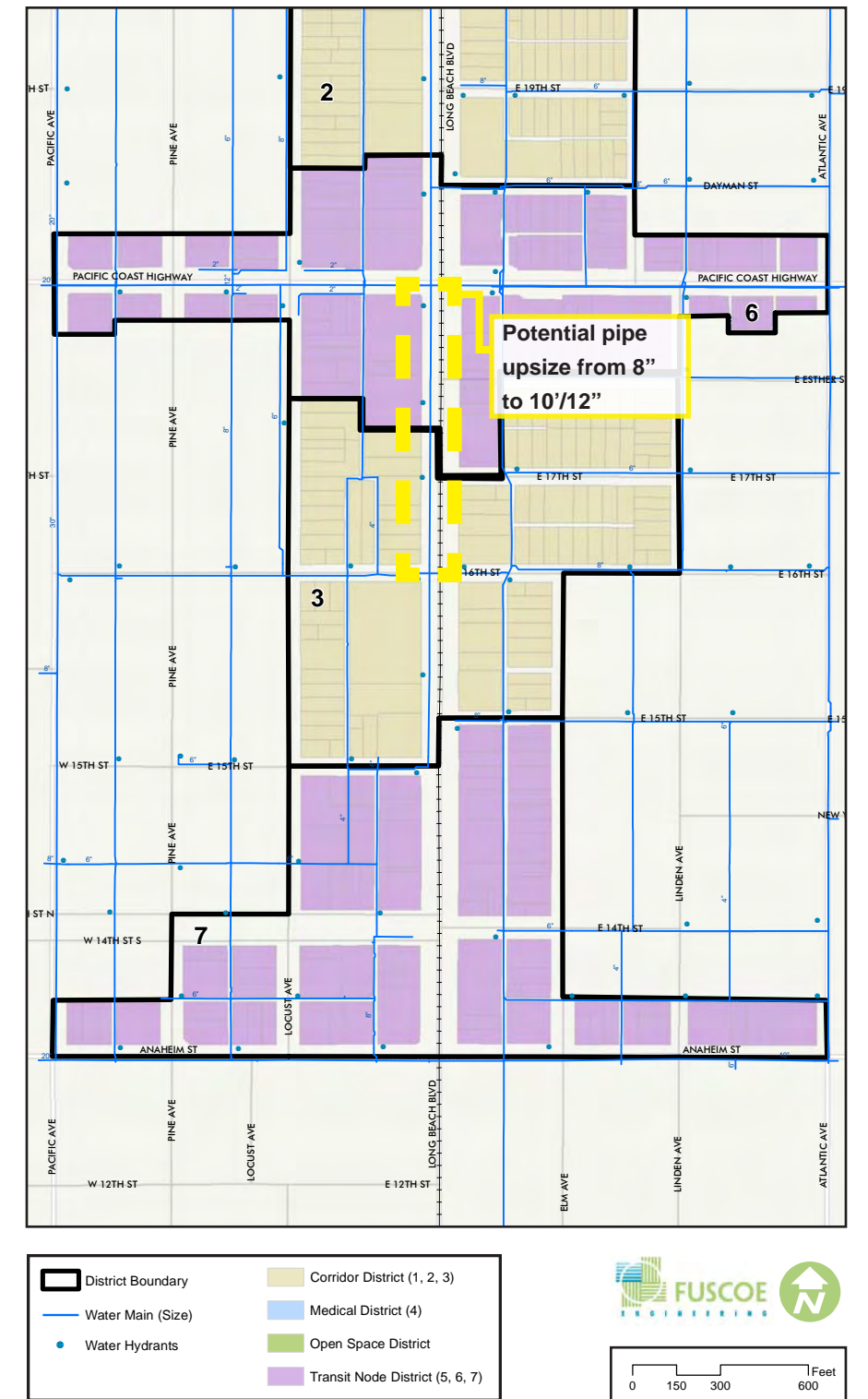
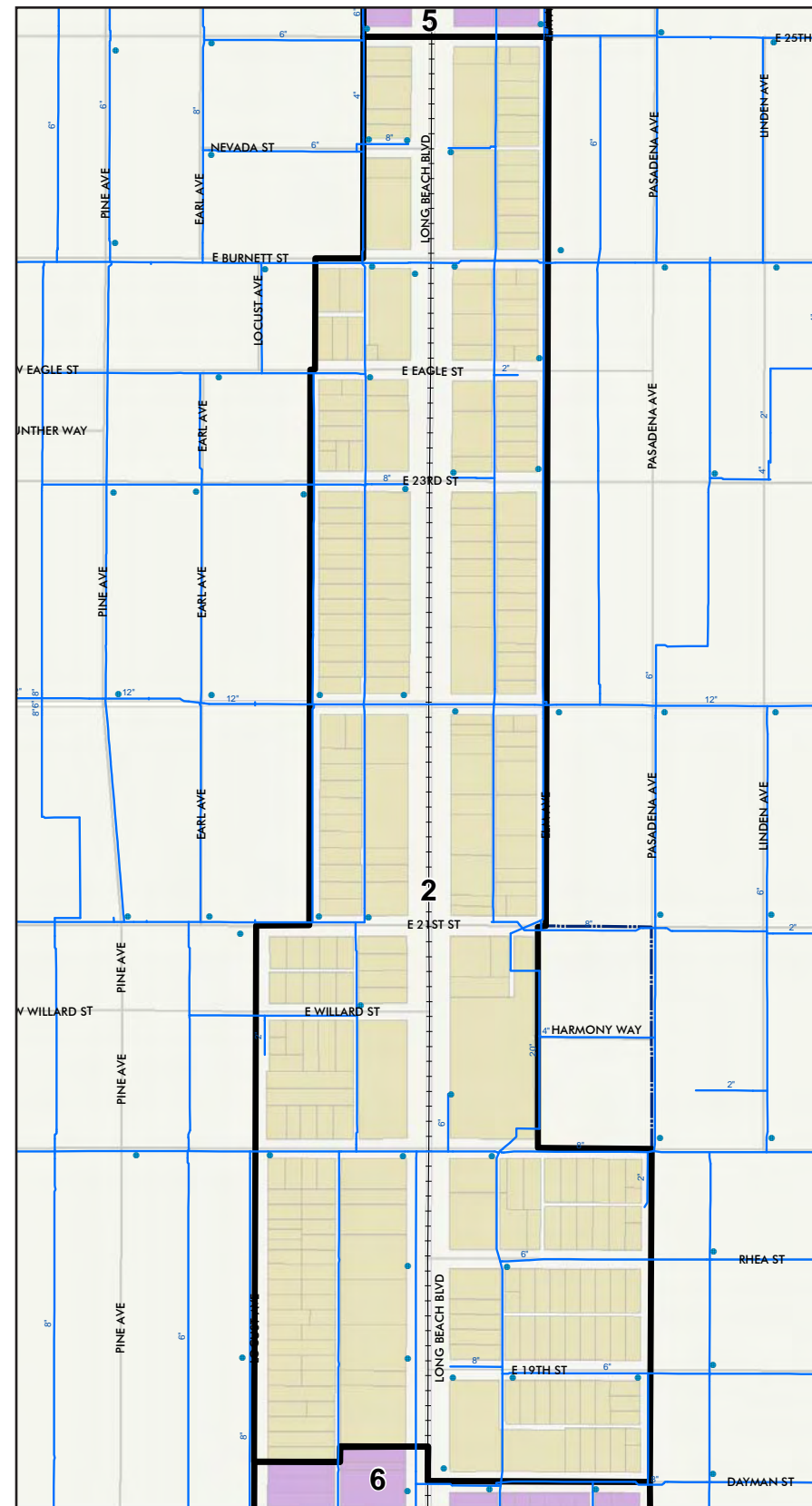
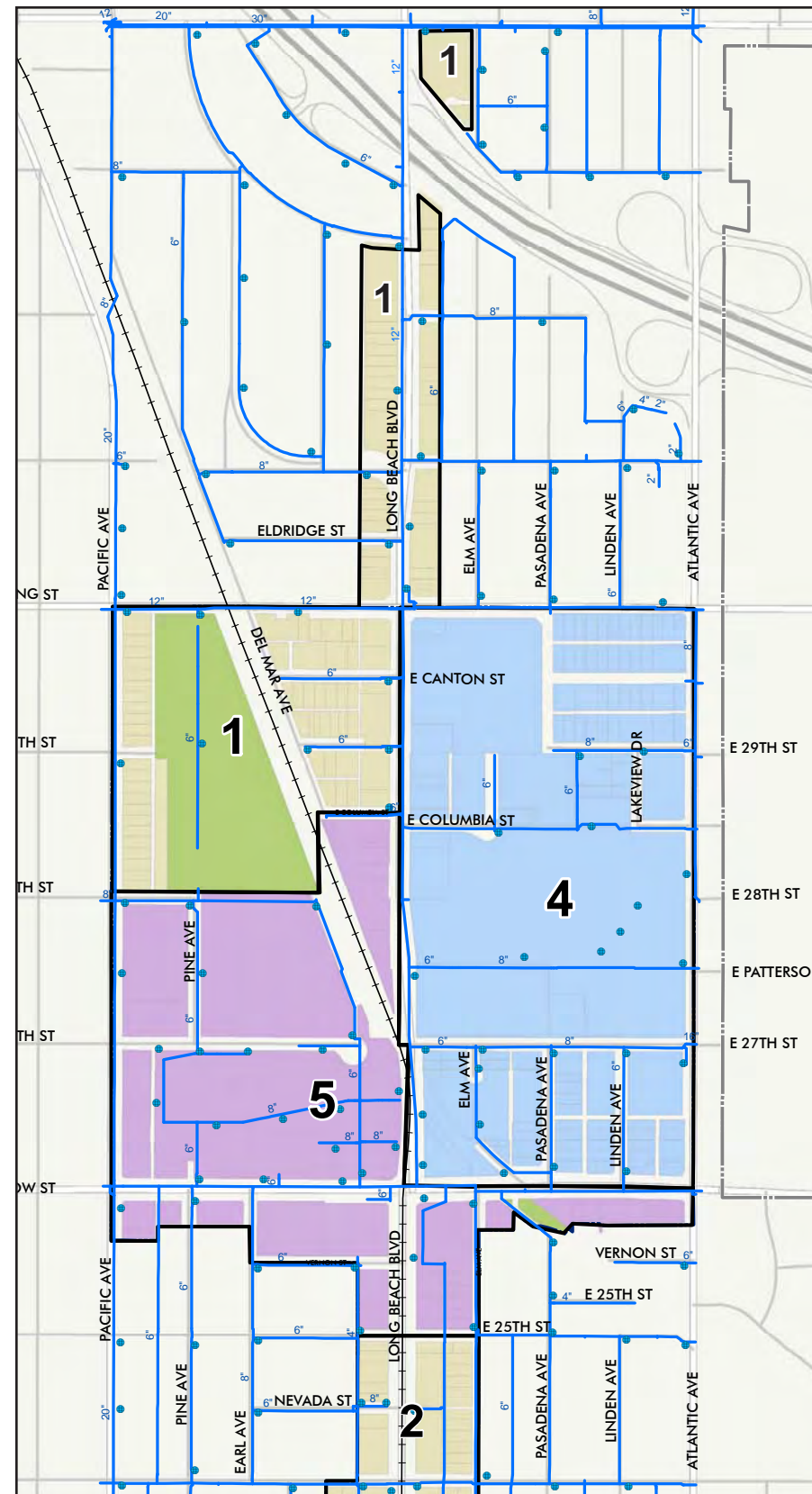
The City's Low Impact Development (LID) Best Management Practices (BMP) Design Manual was developed in 2013, it includes land development policies pertaining impacts to water retention and runoff caused by changes in land use. LID and BMP are used to preserve a site's ability to retain water by minimizing the loss of natural water through conservation such as infiltration, evaporation, and runoff detention.

### **6.5 INFRASTRUCTURE IMPROVEMENTS**

Improvements outlined in Chapter 4, Mobility and Streetscape, of this Plan also benefit water retention for the corridor through LID and BMP. The addition and/or retention of medians, street trees, parklets, and landscaping zones not only aesthetically improve the corridor and provide safety but they also provide areas for stormwater recharge through water infiltration and detention.

Infrastructure improvements that will increase safety include the possible creation of separated bike lanes, wider the sidewalks and pedestrian scale lighting. These improvements are also discussed in Chapter 4, Mobility and Streetscape as well as Chapter 7, Administration and Implementation.

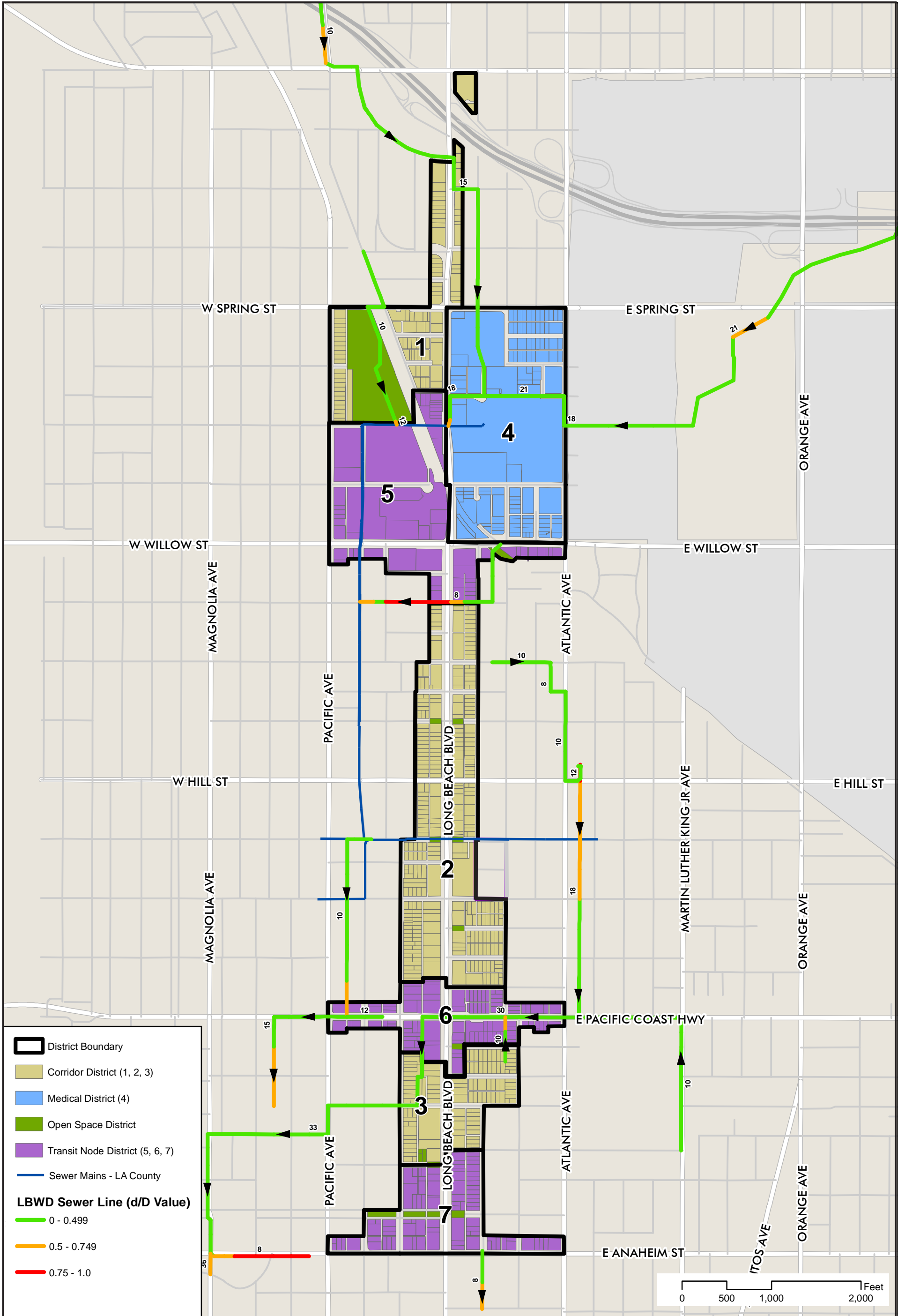
FIGURE 6-1 WATER SYSTEMS





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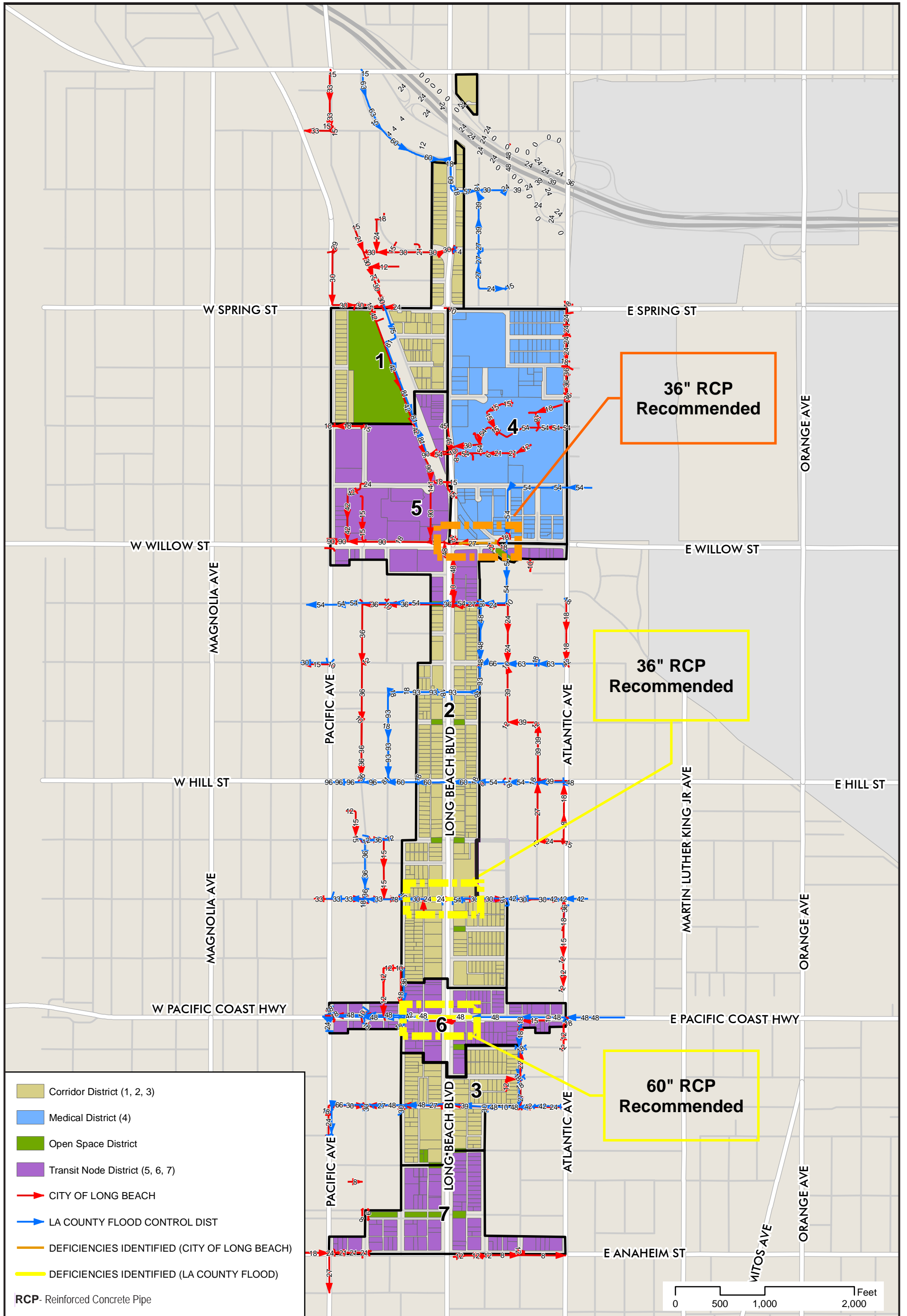
FIGURE 6-2 SEWER CAPACITY



Note: Areas needing further evaluation as development occurs fall within the 0.5-1.0 d/D Value

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FIGURE 6-3 2005 MASTER PLAN OF DRAINAGE DEFICIENCY MAP



Note: The recommended improvements necessary for buildout of the Specific Plan area are already included in the City's 2005 Master Plan of Drainage.



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**ADMINISTRATION  
& IMPLEMENTATION**

**MIDTOWN SPECIFIC PLAN**

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## 7.0 Administration and Implementation

### 7.1 GENERAL ADMINISTRATION

#### 7.1.1 Authority

The City of Long Beach initiated and prepared the Midtown Specific Plan pursuant to the provisions of California Government Code, Title 7, Division 1, Chapter 3, Article 8 (Sections 65450 through 65457). The law allows the preparation of specific plans as required for the implementation of the General Plan. Specific plans act as a bridge between the general plan and individual development proposals. They combine development standards and guidelines, capital improvement programs, and financing methods into a single document that is tailored to meet the needs of a specific area. Jurisdictions may adopt specific plans by resolution or ordinance.

The Midtown Specific Plan is the regulatory document guiding land use and development within the boundaries identified in this Specific Plan. Upon adoption by ordinance, this Specific Plan will serve as zoning for the properties involved. It establishes the necessary plans, development standards, regulations, infrastructure requirements, design guidelines, and implementation programs on which subsequent project-related development activities are to be based. It is intended that local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to this area be consistent with this Specific Plan.

#### 7.1.2 Interpretation, Conflict, and Severability

##### **Interpretation**

In case of uncertainty or ambiguity to the meaning or intent of any provision of this Specific Plan, the Director of Development Services and/or the Zoning Administrator has the authority to interpret the intent of the provision.

The Director may, at his/her discretion, refer interpretations to the Planning Commission for consideration and action. Such a referral shall be accompanied by a written analysis of issues related to the interpretation. All interpretations made by the Director may be appealed to the Planning Commission in accordance with the appeal procedures in the Long Beach Municipal Code (LBMC).

##### **Conflict**

In the event of a conflict between the provisions of the Midtown Specific Plan and the provisions identified in the LBMC, the Specific Plan shall prevail. For any other topical issue, development standard or design guideline, and/or regulation not addressed or otherwise specified in the Midtown Specific Plan, regulation and approval shall be carried out



**Tiering for future projects consistent with the Midtown Specific Plan and EIR**

2013 CEQA Guidelines § 15183 (excerpt):

(a) CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

(1) Are peculiar to the project or the parcel on which the project would be located,

(2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,

(3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or

(4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

(c) If an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, as contemplated by subdivision (e) below, then an additional EIR need not be prepared for the project solely on the basis of that impact.

in accordance with the provisions of the LBMC, particularly Chapter 21 (Zoning Code). The particular section of code shall be based on the most appropriate or closely matching land use type or procedure, as determined by the Site Plan Review Committee or Zoning Administrator.

**Severability**

If any chapter, subsection, sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court, such decision shall not affect the validity of the remaining portions of the plan.

**7.1.3 Environmental Clearance**

The EIR is primarily a source of environmental information for the City of Long Beach, the lead agency for the project. The EIR describes the potential impacts from the adoption of the Midtown Specific Plan. Subsequent development projects within the Specific Plan are anticipated as it builds out. The EIR has been prepared as a Program EIR (PEIR), as defined by Section 15168 of the CEQA Guidelines, and subsequent projects that are within the scope of this EIR may be subject to a more limited environmental review process, as determined by the Planning Bureau of the City of Long Beach.

Use of a PEIR provides the City with the opportunity to consider broad policy alternatives and program-wide mitigation measures and provides the City with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis. Agencies generally prepare PEIRs for programs or a series of related actions that are linked geographically; are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

This approach is consistent with the tiering provision in California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 for "Projects Consistent with a Community Plan or Zoning." This tiering opportunity is only available for plans (e.g., specific plan) for which an EIR has been prepared.

Note that tiering under these provisions will require environmental review and documentation to substantiate that a subsequent project does not result in any new potentially significant impacts. Such review (under 21083.3/15083) could be documented in the form of an Initial Study to ensure "topic by topic" review and substantiation. Once consistency has been substantiated and review shows that the project would not result in new significant impacts, neither a mitigated negative declaration nor an EIR would be required. Additionally, no formal public review would

be required. Projects may also be exempt from CEQA review pursuant to other sections of CEQA (e.g., exemptions for residential infill projects, statutory exemptions, or categorical exemptions) depending on the size of the project and type of development. The type of CEQA review needed for each project will be determined by the City staff during their review of the type of project or development proposed.

In addition to a more limited review process, infill projects may qualify for streamlining. Streamlining for Infill Projects (Section 15183.3) allows eligible projects to streamline the environmental review process by limiting the topics subject to review at the project level.

## 7.2 REVIEW AND APPROVAL PROCESS

One of the primary goals of the Midtown Specific Plan is to enhance the area as a more vibrant, livable, and walkable area with well-designed, pedestrian-friendly streets. This will be achieved by allowing greater flexibility in the application of context-sensitive development standards oriented to a human scale rather than an automobile scale.

### 7.2.1 Consistency with Guiding Principles

Five guiding principles embody the vision of the Midtown Specific Plan. They were developed through extensive public input and are reflected throughout this document.

1. A Sustainable Future
1. Enhanced Mobility and Complete Streets
1. Supporting Infrastructure
1. Safety and Wellness
1. Working with and for the Community

### 7.2.2 Approval Authority

The responsibilities of the Director shall include administering, interpreting, and enforcing all requirements and standards of the Midtown Specific Plan, including the acceptance and processing of all land use permit applications.

**The Director** or designated representative may approve, conditionally approve, or deny applications that meet the requirements of this Specific Plan and do not require a conditional use permit. The Director holds final approval authority for and enforcement of building permits, certificates of occupancy, sign permits, and temporary use permits.

**The Zoning Administrator** shall have the authority to consider and act on requests for variances. The Zoning Administrator may approve,

conditionally approve, or deny a request, or refer the application to the Planning Commission in accordance with Chapter 21.25 of the LBMC. The Zoning Administrator's actions may be appealed to the Planning Commission.

**The Site Plan Review Committee** shall have the authority to consider alternative configurations and compliances with certain development standards in this Plan, as noted throughout the Plan document, provided that these alternatives meet the fundamental intent of this Plan and further the goals of this Plan.

**The Planning Commission** may recommend approval, conditional approval, or denial of conditional use permits, applications for variances, specific plan amendments, and appeals of the actions of the Director or Site Plan Review Committee to the City Council.

**The City Council** may approve, conditionally approve, or deny conditional use permits, applications for variances, specific plan amendments, and appeals of the actions of the Planning Commission or Site Plan Review Committee.

### 7.2.3 Site Plan Review

For all specific procedures not modified or otherwise specified within the Midtown Specific Plan, all planning entitlement and permitting processes for projects requiring said permits within the plan area shall be carried out in accordance with the procedures in Chapter 21.25 of the LBMC.

The Midtown Specific Plan establishes alternate thresholds for Site Plan Review, superseding the thresholds in Chapter 21.25 of the LBMC, as follows:

1. Nonresidential Development: 1,000 square feet or more of new building area.
1. Residential Development: Addition of one or more new dwelling units, including replacement of a dwelling unit demolished as defined in Section 21.15.750 of the LBMC.
1. Façade remodel: Any façade remodel consisting of 25 or more linear feet of façade. The 25 linear feet are counted cumulatively over the entire building frontage and need not be contiguous.
1. Thresholds for requiring Conceptual Site Plan Review and Site Plan Review approval by Planning Commission include projects of 50,000 square feet or more of new building area or projects of 50 or more new dwelling units.

## 7.2.4 Specific Plan Amendments

Approval of this Specific Plan indicates acceptance by the City Council of a general framework for community development. Part of that framework establishes specific development standards that constitute the zoning regulations for the Midtown Specific Plan. It is anticipated that certain modifications to the Specific Plan text, exhibits, and/or project may be necessary during the development of the project.

Any modifications to the Specific Plan shall occur in accordance with the specific plan amendment process and are required to be reviewed for approval by the Planning Commission and the City Council. In all cases, specific plan amendments must be found to be in conformance with the objectives and intent of the Midtown Specific Plan.

Amendments may be requested at any time pursuant to Section 65453(a) of the Government Code. Depending upon the nature of the proposed specific plan amendment, a supplemental environmental analysis may be required, pursuant to the California Environmental Quality Act (CEQA), Section 15162.

## 7.2.5 On-site Improvements

On-site improvements are intended to increase the value of a property and to provide public realm improvements as described in this Plan. They can occur within the parcel boundaries or within the ROW adjacent to the property. The City will require applicants to install or consent to on-site improvements through a development agreement or as a condition of approval, on subject property or in the ROW adjacent to the property bound by the centerline of the street.

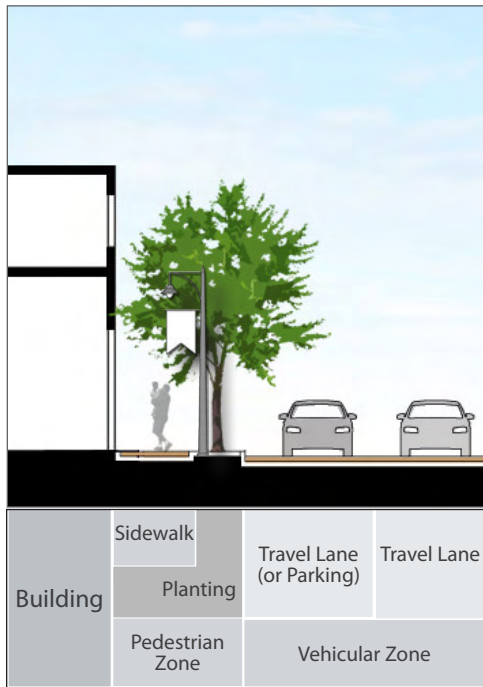
**On-site ROW improvements could include but are not limited to:**

- Street Furniture
- Landscaping
- Curb/gutter upgrades
- Expanded sidewalks
- Bicycle facilities (e.g. racks)
- Lighting
- Pavement enhancements

## 7.3 IMPLEMENTATION

Because the City has limited resources for public realm improvements, one of the most effective ways to create successful mixed-use environments along Long Beach Boulevard is to begin implementation in concentrated activity nodes to maximize both the speed and the impact of the improvements. The implementation strategy identifies specific geographies on the corridor for infrastructure investments in the shorter term, prioritizing the following types of places:

- Locations that have already exhibited some market strength or experienced recent development activity, such as the Anaheim and Long Beach Boulevard node (Transit Node 7).
- Locations that are receiving public investments in the short term (projects already identified in the City's Capital Improvements Program or other public works project).
- Locations that offer opportunities to partner with private developers, nonprofits, and/or institutions (schools, hospitals, and colleges).



Possible streetscape improvements include pedestrian scale lighting as well as a planting area to provide a buffer between vehicles on the street and people on the sidewalk.

### 7.3.1 Mobility, Streetscape and Infrastructure Enhancements

This two-mile corridor of Long Beach Boulevard has the opportunity to connect people with a multitude of uses through several forms of transportation. Enhancements to infrastructure for bicycles, pedestrians, and transit riders will provide improved access to Midtown, while still adequately accommodating automobiles.

Additionally, adding open space areas such as parklets will increase parkland while providing a place for the community to gather. Parklets will complement mobility enhancements by offering bicyclists and pedestrians a shady place to rest as well as safer crossings along the corridor. A summary of enhancements to improve mobility, the streetscape, and general infrastructure are provided below. More detailed information can be found in corresponding chapters of this Plan.

**Parks and Parklets.** Midtown’s neighborhoods are in need of open space and park areas. Open space opportunities in Midtown include:

- Creating 11 new “parklets” (street parks about a quarter acre in size).
- Introducing more active programming in Veterans Park.
- New requirements for other off-site and on-site open space as development occurs.

**Mobility and Streetscape.** Proposed infrastructure enhancements will create safer environments for pedestrians and bicyclists while encouraging healthy alternative transportation options for people living and working in the area. Improvements include:

- Designating bikeways and boxes along Long Beach Boulevard.
- Adding curb extensions to create space for the new lanes by reducing on-street parking and right turn pockets.
- Planting new canopy trees in the landscaping zone between the existing palm trees to create a buffer along designated sections of the bike lane and in bulb-outs.
- Building a pedestrian bridge across Long Beach Boulevard connecting Long Beach Memorial Medical Center to Veterans Park and the Willow Transit Station.
- Adding new pedestrian scale lighting along the sidewalk of Long Beach Boulevard.

**Transit.** This Plan creates three Transit Node Districts to foster multi-modal transportation in Midtown. Transit-related improvements complement pedestrian and bicycle enhancements as well as station improvement plans that the City is already implementing, these include:

- Adding bicycle racks and lockers to existing Metro Blue Line Stations.
- Encouraging bike rental or sharing programs.
- Improving bicycle and pedestrian access at each station.

### 7.3.2 Cultural Resources

Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. Since many buildings in the Midtown Specific Plan area are nearing 50 years of age and one building (the Packard Motors Building) has already been designated on the National Register of Historic Places a historic resources study was conducted as a part of the EIR for this Specific Plan.

66 Properties were identified in the Historic Resources Report for the EIR as “potential historical resources”. These properties require further evaluation on a case by case basis if they are proposed to be altered or demolished as part of future development or redevelopment activities that would be accommodated under this Specific Plan. See Table 7-1 below for the list of buildings that require additional evaluation.

Evaluation of discretionary projects at any properties within the Midtown Specific Plan area not listed in the table below would be subject to evaluation by the Development Services Department based on the standards of the City’s Cultural Heritage Ordinance and the criteria of the California Environmental Quality Act.

**TABLE 7-1 LIST OF PROPERTIES RECOMMENDED FOR FUTURE EVALUATION**

Reference Number	APN	Street Number	Street Name	Build Date
1	7209010002	00350	20th Street	1919
2	7209011014	00330	20th Street	1923
3	7209011017	00405	20th Street	1928
4	7209011012	00425	20th Street	1939
5	7206005901	00101	28th Street	1952
6	7269014009	00141	Anaheim Street	1930
7	7269015018	00233	Anaheim Street	1946
8	7269029022	00501	Anaheim Street	1927
9	7269029021	00535	Anaheim Street	1929
10	7207010041	02801	Atlantic Avenue	1959
11	7207009030	02865	Atlantic Avenue	1960
12	7206023025	00220	Canton Street	1913
13	7206023001	00208	Columbia Street	1908
14	7209008013	00407	Dayman Street	1933
15	7269027006	01331	Elm Avenue	1915
16	7269023013	01551	Elm Avenue	1910
17	7269023012	01561	Elm Avenue	1906
18	7269023011	01567	Elm Avenue	1910
19	7269023009	01585	Elm Avenue	1919
20	7208022021	02219	Elm Avenue	1912
21	7208022019	02225	Elm Avenue	1895
22	7208022016	02255	Elm Avenue	1915
23	7208022900	02295	Elm Avenue	c1930s
24	7208010015	02425	Elm Avenue	1922
25	7208010014	02433	Elm Avenue	1915
26	7208010013	02443	Elm Avenue	1922
27	7269021017	00324	Esther Street	1926
28	7269020021	00351	Esther Street	1910
29	7269021039	00400	Esther Street	1913
30	7269021026	01711	Linden Avenue	1923
31	7269021028	01723	Linden Avenue	1915
32	7269021029	01731	Linden Avenue	1916
33	7269021030	01741	Linden Avenue	1922
34	7269020031	01765	Linden Avenue	1912
35	7207009051	02898	Linden Avenue	1959
36	7269014004	01333	Locust Avenue	1925
37	7269014800	01331	Locust Avenue	c1920s
38	7269016147	01427	Long Beach Boulevard	1946
39	7209015009	01883	Long Beach Boulevard	1954
40	7209015003	01885	Long Beach Boulevard	1923
41	7209013009	02069	Long Beach Boulevard	1925
42	720901104	02070	Long Beach Boulevard	1925

TABLE 7-1 LIST OF PROPERTIES RECOMMENDED FOR FUTURE EVALUATION (CONTINUED)

Reference Number	APN	Street Number	Street Name	Build Date
43	7209013037	02073	Long Beach Boulevard	1923
44	7208027011	02160	Long Beach Boulevard	1948
45	7208023018	02247	Long Beach Boulevard	1907
46	7208022004	02268	Long Beach Boulevard	1964
47	7208014028	02301	Long Beach Boulevard	1958
48	7208003013	02500	Long Beach Boulevard	1959
49	7207019018	03012	Long Beach Boulevard	1967
50	7206011029	03069	Long Beach Boulevard	1948
51	7269005009	01320	Pacific Avenue	1928
52	7206025029	02632	Pacific Avenue	1960
53	7206025028	02650	Pacific Avenue	1952
54	7206025027	02654	Pacific Avenue	1953
55	7206024016	02776	Pacific Avenue	1955
56	7206005024	02800	Pacific Avenue	1956
57	7269020053	00304	Pacific Coast Highway	c1930s
58	7209007013	00401	Pacific Coast Highway	1911
59	7269035015	000550	Pacific Coast Highway	1931
60	7269005017	01301	Pine Avenue	1960
61	7209009007	00330	Rhea Street	1907
62	7209009008	00332	Rhea Street	1907
63	7209009012	00340	Rhea Street	1925
64	7209013016	00200	Willard Street	1923
65	7209013011	00237	Willard Street	1922
66	7206025032	00101	Willard Street	1967

Source: GPA Consulting 2015.



### 7.3.3 Implementation Tasks

The following six tasks are intended to guide the City through near-term implementation of the Midtown Specific Plan.

#### **Task 1. General Plan Amendment**

In order for the Midtown Specific Plan to be implemented, the City's General Plan may need to be amended for consistency.

**Land Use Element Changes.** If the current effort to update the City's General Plan Land Use Element has not been adopted within 12 months of adoption of the Midtown Specific Plan, the City shall initiate a General Plan Amendment. An amendment to the Land Use Element is required as some of the current General Plan land use designations do not allow for a mix or the density/intensity of uses as proposed in this Plan. The General Plan Land Use Map also needs to be amended to change the current land use designations for the area to the designation of Midtown Specific Plan.

**Mobility Element Changes.** If implementation of the parklets move forward an amendment to the City's General Plan Mobility Element will be necessary to memorialize the closures and update roadway classifications consistent with the mobility plan in Chapter 4 of this Specific Plan. There is not a time frame for completion of this task as a General Plan Amendment to the Mobility Element will only be necessary if and when parklet projects are implemented.

#### **Task 2. Adopt Interim Development Agreement Policy**

It is likely that property owners and developers will propose new developments after the Specific Plan is adopted, but before other components of the public realm improvement implementation program are completed. In such cases, the City should negotiate with those developers to provide on-site and off-site public realm improvements and/or pay fees commensurate with the expected level of development impact fees.

In no case shall a development agreement be used to alter or in any way vary from any of the regulatory standards, design guidelines, or other requirements of the Specific Plan. The City shall adopt the interim development agreement policy either in conjunction with the adoption of the Specific Plan or within approximately 36 months of its adoption.

#### **Task 3. Prepare Development Impact Fee Nexus Studies and Adopt Impact Fee Ordinance**

To assess the costs of public improvements to new development through impact fees, the City must conduct a nexus study to determine the proportion of improvement costs attributable to new development and then adopt an ordinance establishing the fees. Subsequent to the adoption of the Specific Plan, the City will prepare nexus studies for the implementation of parklets and other public realm improvements throughout the corridor.

Based on the outcome of these nexus studies, the City will adopt an ordinance establishing development impact fees for the Specific Plan area. The ordinance shall be submitted for public hearing by the City Council within six months of the completion of the nexus studies. In preparing the ordinance, the City will establish when the improvements will be made, how the City will pay the upfront costs, and how and when the City will be repaid through the collection of impact fees. The City shall determine whether or not a special fund is needed for the improvements paid through impact fees.

#### **Task 4. Demonstration Project**

Within a year of adoption of this Specific Plan the Planning Bureau should partner with the Public Works Department to include one or two demonstration projects from the Midtown Specific Plan in the City's Capital Improvement Program. Small sections of streetscape improvements to Long Beach Boulevard and/or a parklet could be implemented as a demonstration project to spur change along Long Beach Boulevard and within Midtown (see section 7.3.1 Mobility, Streetscape and Infrastructure Enhancements, for a complete list of proposed improvements).

As the lead for this task the Planning Bureau should also use this as an opportunity to develop relationships with the community to foster the creation of a contractual assessment district or sponsorship by the neighborhoods, local businesses or a community group to aid in maintenance and ongoing programming of these areas. This task can also help the City to test the implementation of designs from tasks 4 and 5 below.

#### **Task 5. Prepare Ultimate Roadway Design and Specifications for Long Beach Boulevard in the Specific Plan area**

The City shall prepare design and specifications for the ultimate roadway improvements, including on-street parking and/or bike lanes, sidewalk widening, and curb extensions. The design and specifications shall indicate which improvements are required as a condition of approval for new development. The City should also consider addressing other roadways at this time.

The design and specifications shall also indicate which improvements may be provided through a contractual assessment district and which the City may construct or install on its own using City revenues. The City should complete the ultimate roadway design and specifications within one year of adoption of the Specific Plan, dependent on funding availability.

#### **Task 6. Create a Streetscape Plan**

The City shall prepare a streetscape plan, covering street lighting, pedestrian lighting, street furniture, and landscaping. The plan shall indicate the improvements are required as a condition of approval for new

development, which improvements may be provided through a contractual assessment district, and which the City may construct or install on its own using City revenues.

The City should identify funds for and complete the streetscape plan within one year of adoption of the Specific Plan, dependent on funding availability.

### **Task 7. Create a Contractual Assessment District(s)**

The City should work with area businesses to create contractual assessment districts where appropriate along the corridor. See section 7.4.2 Funding and Financing Strategy for more information on property-based financing tools including contractual assessment districts such as business improvement district (BID) or other special assessment districts. The City could work with a consulting firm that specializes in creating community development tools such as BID. A third party firm could assist the City to facilitate a participatory process with property owners, merchants, residents and other stakeholders to determine priorities and develop an overall management plan for Midtown or select districts along the corridor.

#### 7.3.4 Funding and Financing Strategy

The funding and financing strategy for Midtown prioritizes the mobility, open space, and infrastructure improvement projects in Table 7-2. These projects represent important initial steps that can be taken to encourage new development. In addition to improving the public realm on Long Beach Boulevard, these projects can also boost investors' confidence by demonstrating the City's ongoing commitment to the neighborhood and the infusion of new ideas and life along the corridor.

The funding for the infrastructure improvements associated with each project are challenging because the majority of them (excluding potentially the transit improvements) do not generate revenues to pay for construction, operations, or maintenance. Access is free and unrestricted, and the benefits are spread throughout the community. Furthermore, the City is fiscally constrained, and new development is limited in its ability to contribute toward these improvements. Given these challenges, the following text describes the funding and financing options available for the improvement projects in the Midtown Specific Plan.

There are two basic ways to approach paying for infrastructure: "pay-as-you-go" and debt financing. In a pay-as-you-go approach, an improvement is made only after sufficient revenue is collected to cover the entire cost of the improvement. In a debt financing approach, the improvement is paid for immediately, typically by borrowing against future revenues—in other words, issuing debt (usually in the form of bonds) that is paid

**TABLE 7-2 IMPLEMENTATION STRATEGIES**

Improvements and Funding				
Improvement	Timing	Responsible Party	Funding Source	Notes
<b>Parks:</b>				
Parklets	Identify 1 or 2 parklets to start with as demonstration projects	City and possible partnership with local community groups or business associations	In-lieu fees, PBID or BID, Developer Agreements	
New Parks	As development occurs	City, Developer	Impact fees, developer agreements	
Existing Park Enhancements	As development occurs	Possible partnership between the City and Long Beach Memorial Medical Center	Grants, Public-Private Partnership	Veterans Park Enhancements: In conjunction with the expansion of Memorial Medical Center Campus
<b>Mobility and Streetscape:</b>				
Short-Term Bicycle Network Enhancements	As funding becomes available	City and possible partnership with business improvement district	General Fund, CIP, Grants	Determine if bike paths should be designated along Long Beach Boulevard in the Bicycle Master Plan; Create temporary bike path as a demonstration project
Long-Term Bicycle Network Enhancements	As funding becomes available	City and possible partnership with business improvement district	General Fund, CIP, Grants	Implement bikeways within the Specific Plan area per the City's Bicycle Master Plan
Streetscape	As funding becomes available	Creation of a PBID or BID, Developer Agreements	PBID or BID, Developer Agreements	Refers to the addition of street furniture, landscaping, lighting, etc.
Pedestrian Enhancements	As funding becomes available	General Fund, Grants, Developer Agreements	General Fund, Grants	
<b>Transit:</b>				
Metro Station Upgrades	As funding becomes available		Metro, Grants	Includes improving bicycle facilities (bike lockers, rental stations, etc.)

back over time. Both approaches require a designated funding source (i.e., revenue), to pay for the cost of the improvement itself and, when a financing mechanism is used, to cover interest and other costs associated with issuing debt (these are known as “debt service costs”). Nearly all infrastructure projects rely on a combination of multiple funding sources for implementation.

Typical sources of funding for new or enhanced infrastructure (transit, bicycle, pedestrian, streetscape, and parks) include:

- Local revenues, including revenues from the City’s general fund.
- User fees and rates, such as transit fares.
- Property-based financing tools, often known as “value capture” tools, take advantage of the property value appreciation and new development opportunities in a plan area to help pay for infrastructure investments.
- Development agreements and partnerships are negotiated on a case-by-case basis with key property owners, institutions, and developers.
- Grant programs, which typically require a competitive application process but do not need to be paid back.

Each of these funding sources and their potential use for projects in the Midtown Specific Plan area are described in more detail below.

### **Local Revenues**

Many early projects in the Midtown Plan will require a contribution of local funds for capital improvements. These local funding sources include the City’s general fund contributions, local oil production tax revenues, gasoline tax funds, and the City’s share of county funds (particularly local return funding from Propositions A, C, and Measure R), state sources (such as non-competitive Transportation Development Act funds), and other federal tax proceeds.

### **User Fees**

User fees are the fees charged for the use of public transit, roads, infrastructure, and utilities (e.g., fares, toll roads, water, wastewater). Such fees and rates are typically set to cover a system’s operating and capital expenses each year, which can include debt service for improvements to the system. It may be possible to use some portion of user fee or rate revenue toward financing the costs of certain types of infrastructure upgrades that may be needed to accommodate higher density development in the Midtown planning area. The most applicable of these are the improvements to the Willow Transit Station; however, the ability to raise the revenues for those improvements can only be determined by the transit agency. While

user fees are unlikely to be a major source of funding for implementation of these projects, they may be a funding source for other projects.

### Property-Based Financing Tools

In California, common property-based funding and financing tools include the formation of business improvement districts, benefit assessment districts, and community facilities districts (CFDs). Assessment tools and CFDs leverage the value of new real estate development to capture additional tax revenues to finance infrastructure. The assessments can either be used to pay for improvements over time as the funds are collected, or can be bonded to make larger, up-front investments. One of the advantages of these property-based tools is that they can be applied toward districtwide improvements and are designed to ensure that properties benefitting from improvements also contribute to those public investments.

- **Business Improvement District (BID) or Property Based Improvement District (PBID).** A BID or PBID essentially creates a neighborhood-level economic development organization accountable to its members and with its own funding stream to improve business performance by addressing local needs. Business owners (within a BID) or property owners (within a PBID) agree to provide funding for specified services in the district. The district is formed through an affirmative majority vote of the businesses or property owners. Services can vary widely, but frequently include ongoing maintenance and cleaning of public areas, security patrols, marketing, and advocacy. Long Beach currently has five BIDs or PBIDs, with budgets typically below \$200,000.
- **Other Special Assessment Districts.** In an assessment district, property owners agree to pay an additional fee or tax to fund improvements in a specific geographic area. The amount that each property owner pays must be proportional to the benefit the property will receive from the proposed improvement. Assessment districts are established by an affirmative vote of property owners representing over 50 percent of the funding to be provided. A variety of assessment districts exist, and each features unique rules for formation and use; examples include sewer, utility, parking, and landscaping and lighting districts. Assessment districts are most useful for funding very specific categories of ongoing operations and maintenance costs.
- **Community Facilities Districts (CFDs).** Like assessment districts, Mello-Roos Community Facilities Districts are formed when the property owners in a geographical area agree to impose a tax on the land to fund infrastructure improvements. Unlike assessment districts, however, CFDs are most commonly formed in cases in which the geographic area encompasses a small number of property owners who intend to subdivide the land for sale. To be enacted, CFDs require a two-thirds vote of property owners, which is a difficult hurdle in Midtown given the

fragmented nature of property ownership in the area. The Mello-Roos Community Facilities District Act allows the taxes to be proportionally subdivided and passed on to the future landowners. The revenue can then be used either for pay-as-you-go funding or to pay off bonds issued against the anticipated revenue from the CFD.

An important consideration in the case of all district-based assessment tools is that there is a limit to the amount that property owners are typically willing to contribute in annual property tax assessments and fees. A commonly used rule of thumb for calculating the feasibility of implementing new assessments is that total property taxes, assessments, and obligations should not exceed a percentage of a given property's assessed value.

The property-based financing tools described above may be challenging to adopt in the early stages of implementation, since it will take time to attract development and build value in the Midtown. However, the City should maintain dialogue with property owners in anticipation of forming district-based funding tools as market activity increases.

### **Impact Fees, Development Agreements, and Partnerships**

This section describes contributions and investment from the private sector that can be used to pay for new infrastructure and services. The funding obtained from development impact fees and agreements will be directly tied to the magnitude of development that occurs in Midtown; as a result, these sources may take time to unlock. In the shorter term, the City may have more success negotiating with major public and nonprofit institutions already in the area to obtain desired improvements in some locations along the corridor.

- **Impact Fees.** Development impact fees are a one-time charge imposed on new development. These fees are charged to mitigate impacts resulting from the development itself and cannot be used to pay for existing deficiencies. "In-lieu" fees are similar to impact fees, but are charges paid in lieu of developers providing required on-site community benefits. The City of Long Beach currently collects impact fees for park facilities, traffic mitigation, public safety facilities (fire and police), and sewers. These impact fees can be applied toward improvements in the Specific Plan area in accordance with the existing programs.
- **Development Agreements.** Structured negotiations between cities and developers can be conducted to obtain desired improvements in exchange for development rights. The extent to which a new project can contribute to the provision of infrastructure depends on a number of factors, including the anticipated project revenues, construction costs, project size, site characteristics, and other factors. Therefore,

the amount of public benefits that can be provided is unpredictable and must be negotiated on a case-by-case basis.

- **Partnerships.** The City should also pursue partnerships with local institutions, nonprofit organizations, and community or business organizations to implement projects and provide ongoing programmatic support. Examples of partners are LA Metro, Long Beach Memorial, Hancock University, and other area institutions. Institutional partnerships can often result in substantial new investments in infrastructure, such as a recent \$100,000 contribution by the Long Beach Container Terminal to help construct Long Beach's Baker Street Park.

### Grant Programs

A wide variety of regional, state, and federal competitive programs exist to distribute funds earmarked for specific types of projects. These programs vary in their availability from year to year. This list is not intended to be exhaustive, but provides guidance on several promising competitive grant programs that can fund early implementation of key capital cost components. The availability of some programs may vary, and therefore require vigilance in tracking and applying for grants. Long Beach has historically excelled in obtaining funding from such sources.

- **SCAG Regional Transportation Plan (RTP).** As required by law, SCAG assembles its RTP every four years to outline the distribution of transportation funds that it expects to receive from the federal government for the next 25 years. Inclusion in the RTP significantly enhances the potential for a project to receive funds and compete for other competitive grants. Projects proposed for inclusion must undergo a competitive evaluation process. The current RTP was approved in 2012, and the next plan will be adopted in 2016.
- **LA Metro Transportation Improvement Program (TIP).** LA Metro uses the TIP as its primary process for selecting transportation improvement projects for funding with discretionary federal, state, and local revenues. SCAG must also approve the projects and include them in the RTP. Relevant 2013 categories included bicycle, pedestrian, and transit improvements. A total of \$186.5 million was made available in 2013, but funding has historically ranged from \$120 to \$800 million. The TIP is revised every two years, with amendments allowed monthly. The most recent full TIP revision occurred in 2013, and the next call for projects is likely to occur in late 2015.
- **Caltrans/SCAG Active Transportation Program (ATP).** This program funds "active transportation" pedestrian and bicycle improvements and planning, and will significantly streamline the process of applying for grants. ATP combines several preexisting competitive grant programs for funding pedestrian and bicycle improvements, including the Bicycle Transportation Account, Safe Routes to School

### Private Funding Sources

**Private Foundations.** Numerous private non-profit foundations, such as the Knight and Annenberg Foundations, provide nation-wide funding for parks and civic spaces. These types of grants/private funding typically require an applicant to demonstrate how a project will expand cultural experiences, create a sense of place, enhance community identity and/or promote health and sustainability.



### Emerging Funding Sources

New funding sources may become available during implementation of this Specific Plan. Two tools, described below and on the next page, may eventually be available to fund improvements in Midtown.

It should be noted that these tools are not currently a proven short-term source of funding as their uses and applications are limited and evolving.

**Infrastructure Financing Districts (IFD).** Recent legislation enabled the formation of IFDs in former redevelopment project areas, such as Midtown.

An IFD diverts new local property tax revenues to either pay directly for the construction of infrastructure and public facility improvements, or to issue bonds to finance those improvements.

However, IFDs cannot divert property tax increment revenues from schools and can only pay for public facilities like roads, sewer, water, libraries, and parks—not routine operations and maintenance or, except in limited cases, affordable housing or economic development projects.

However, onerous approval requirements may limit the formation of an IFD: two-thirds of property owners or voters must vote in favor of forming the district, and all affected taxing entities (e.g., counties, special districts) must approve the contribution of their portion of the tax increment to the IFD.

Programs, and a share of the Highway Safety Improvement Program funding. Forty percent of the funding will go to metropolitan planning organizations in urban areas. Small urban and rural regions will receive 10 percent, and the remaining 50 percent of the funds will be awarded to projects statewide. The Caltrans grants require a local funding match. The SCAG grant program will also release a call for projects upon approval of its guidelines by the California Transportation Commission.

Long Beach is historically competitive for funding under the programs absorbed into the ATP. Long Beach received \$433,500 from the Bicycle Transportation Account in 2010-2011 for closing gaps in the bicycle lane network. The City received \$450,000 from the 2010-2011 Safe Routes to School Program for construction of a Class III bikeway, partially located within Midtown on 15th St. between Long Beach Boulevard and Pacific Coast Highway. And Long Beach received funding from the Highway Safety Improvement Program in 2011 for intersection and road diet improvements on Martin Luther King Jr. Avenue between Seventh Street and Sixth Street and Alamitos Avenue at Seventh Street.

- **California HCD Housing-Related Parks Program.** The Housing-Related Park Program provides grants for the creation of new parks or rehabilitation or improvements to existing parks. The program criteria reward local governments that approve housing for low-income households and are in compliance with the state housing element law. Grant amounts are based on the number of bedrooms in very low and low income housing units in documented housing construction that starts within the 12 months preceding the notice of funding issuance. No local funding match is required. In 2013, a total of \$25 million was awarded, with a minimum award of \$75,000.
- **California HCD Infill Infrastructure Grant (IIG) Program.** The IIG provides grants to provide gap funding for new construction and rehabilitation of infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Eligible activities include new construction, rehabilitation, and acquisition of infrastructure required as a condition of or approved in connection with approval of Qualifying Infill Projects or Qualifying Infill Areas. The most recent release of funds was in May 2013 and provided \$70 million. A city must apply as a co-applicant with the developer of a qualifying affordable housing project. The 2013 round provided a minimum of \$500,000 and up to \$4 million to grantees; local funding matches were not required but improved competitiveness.
- **California HCD TOD Housing Program.** Low-interest loans are available as gap financing for rental housing developments that include affordable units near transit, and as mortgage assistance for homeownership developments. Grants are also available to cities, counties, and transit agencies for infrastructure improvements necessary

for the development of specified housing developments or to facilitate connections between these developments and the transit station. The most recent notice of funding availability was issued in May 2013 and provided a total of \$60 million; maximum grants were \$4 million.

- **California Department of Parks and Recreation Land and Water Conservation Fund (LWCF) Competitive Program.** The state administers the competitive grant process for distributing federal Land and Water Conservation Fund resources. Grants are to be used for acquisition or development of parks. Up to \$2 million can be awarded, but the award may not exceed half the total project cost; a 50 percent, or higher local match is required.
- **U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG).** The CDBG entitlement program allocates annual grants to larger cities and urban counties to develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities, principally for low- and moderate-income persons. Long Beach may be able to direct CDBG funds for implementation of project components relevant to Long Beach's CDBG priorities.

### Other Potential Financing Tools

In addition to the financing tools described above, two emerging financing strategies that leverage multiple sources of funding could be used to make longer term and larger investments:

- **Structured Funds.** A "structured fund" is a loan fund that pools money from different investors with varying risk and return profiles. Structured funds have a very specific dedicated purpose, which is clearly defined prior to forming the fund, and they are managed by professionals with fund formation and loan underwriting experience. Because at least a proportion of the investors in a structured fund have an expectation of return on investment, the types of projects financed with these funds must be revenue generating. For example, many regions have begun forming structured funds to acquire and develop affordable housing near transit, which generates rental revenues that can be used to pay back investors. However, this tool is not well suited for infrastructure improvements, which are not revenue generating.
- **Revolving Loan Funds (RLF).** A "revolving loan fund" is a pool of money dedicated to specific kinds of investments. As the loans are repaid, the funding pool is reallocated and loaned out again. RLF initial funding sources are typically public or private "seed money"—such as a grant, other public funds, or the one-time proceeds from sale of an asset—and/or an ongoing stream of revenue like a dedicated portion of a new or existing tax. RLFs can provide low-interest loans and access to capital markets for projects that have poor risk profiles to meet

### Emerging Funding Sources continued...

**Cap-and-Trade Auction Proceeds.** California established a cap-and-trade program to limit allowable greenhouse gas emissions. Beginning in late 2012, the state began regular auctions of greenhouse gas emission allowances.

The revenue produced by these allowance auctions may be available to fund transportation and sustainability improvements in Midtown.

However, the amounts, uses, and means of distributing the revenue are still evolving and will continue to change as state agencies finalize programs and rules for their use in the context of the state budget process.

economic development, environmental, or other public policy goals. In contrast to a structured fund, which is capitalized by investors with an expectation of return, the seed money used to start an RLF typically does not need to be paid back, so the funding can revolve indefinitely. If the City is able to identify a source for the seed money, an RLF may be a feasible financing tool for infrastructure in Midtown.

Table 7-3 provides a summary of the applicable funding sources by infrastructure improvement category for the improvement projects.

**TABLE 7-3 FUNDING SOURCES FOR INFRASTRUCTURE IMPROVEMENTS**

Funding Source Category	Funding Source	Improvement Category				
		Bicycle Network & Facilities	Pedestrian Enhancements	Streetscape	Park & Recreation	Transit Facilities
Local Revenues & Fees	Local Revenues	X	X	X	X	X
	User Fees					X
Property-Based Financing Tools	BID/PBID	X	X	X	X	X
	Assessment District	X	X	X	X	X
	Community Facilities District	X	X	X	X	X
Development	Impact and In-Lieu Fees	X	X	X	X	X
	Development Agreements	X	X	X	X	X
	Local Partnerships		X	X	X	X
Grant Programs	SCAG RTP	X	X	X		X
	LA Metro TIP	X	X	X		X
	SCAG ATP	X	X	X		
	Caltrans ATP	X	X	X		
	HCD Housing-Related Parks				X	
	HCD IIG		X	X		
	HCD TOD Housing	X	X	X		X
	California Parks and Rec LWCF				X	
Other Tools	HUD CDBG	X	X	X	X	X
	Structured Funds					
	Revolving Loan Funds	X	X	X	X	X

## 7.4 RELATIONSHIP TO OTHER PLANS, PROGRAMS, AGENCIES, AND REGULATIONS

The Midtown area is an integral part of the overall fabric of Long Beach, and implementation of this Specific Plan will affect and be affected by activity and plans in the City and region. Although this Specific Plan serves as the new development or zoning plan for the area, several other City and regional plans influence the Midtown area. The following is a list of the most relevant plans, programs, agencies, and regulations that should be referenced in the future.

### 7.4.1 Local Plans, Programs, and Regulations

#### Long Beach Municipal Code

The Zoning Regulations (Title 21 of the Long Beach Municipal Code), in conformance with the General Plan, regulate land use development in the City of Long Beach. In each zoning district, the zoning regulations specify the permitted and prohibited uses, as well as the development standards, including setbacks, height, parking, and design standards, among others.

When a specific plan is adopted by ordinance, the specific plan effectively replaces portions or all of the current zoning regulations for specified parcels and becomes an independent set of zoning regulations that provide specific direction to the type and intensity of uses permitted or define other types of design and permitting criteria. The Midtown Specific Plan is adopted by ordinance and serves as the zoning for the project area. Where this Specific Plan is silent, the relevant sections and requirements of the zoning regulations shall still apply.

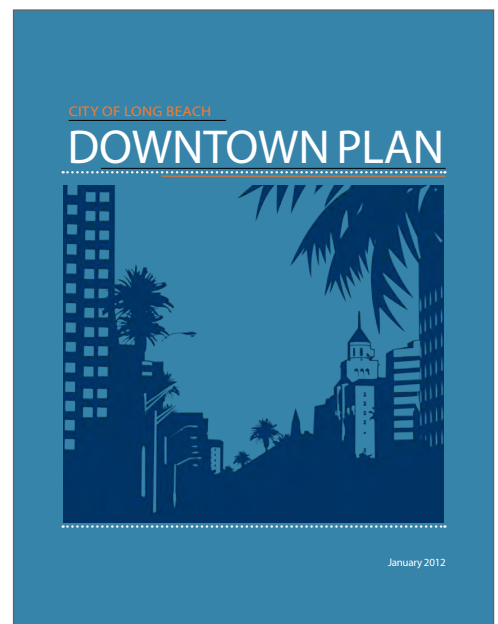
#### The City of Long Beach Downtown Plan

The Downtown Plan, also known as PD-30, seeks to guide how new private and public development can capitalize on existing strengths and enhance the Downtown area overall—making it a more complete place. This plan draws on form-based elements to emphasize the role of building design and character in defining and activating the nearby public realm.

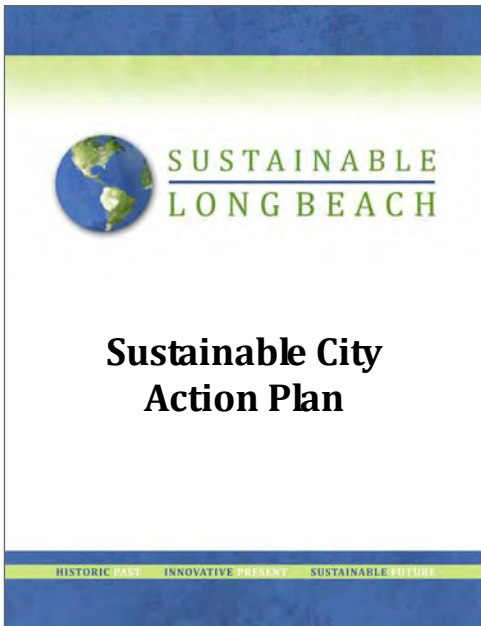
Long Beach Boulevard is a main thoroughfare connecting Downtown to the subregion, I-405, and many Long Beach neighborhoods. This Specific Plan draws from many of the design principles, multi-modal strategies, and mixed-use development standards in the Downtown Plan to create consistency with and connectedness between the two planning areas.

#### Central Long Beach Redevelopment Project Area

Prior to the statewide elimination of redevelopment in 2012, the project was in the Central Long Beach Redevelopment Area. The overall vision for the redevelopment area was to redirect and concentrate commercial facilities within significant centers along major corridors while accommodating residential needs and preserving and rehabilitating existing neighborhoods.



*City of Long Beach Downtown Plan, 2012*



City of Long Beach Sustainable City Action Plan, 2010

The vision for this Specific Plan carries over these vision elements, along with other more focused project objectives and principles. The loss of redevelopment means the City will need to evaluate a number of funding sources and partnerships to implement this Specific Plan.

### Sustainable City Action Plan

The Sustainable City Action Plan includes focused initiatives, goals, and actions to guide Long Beach toward becoming a sustainable city. The plan emphasizes more natural processes and products, reduced consumption, and less waste to maximize benefits while imparting the smallest negative impacts. Improving quality of life, economic development, culture, and public and environmental health are just a few of the expected outcomes.

In concert with the Sustainable City Action Plan, the Midtown Specific Plan seeks to incorporate more sustainable housing, transit, and lifestyle options. Providing opportunities for transit-oriented, mixed-use housing and a multi-modal approach to circulation will increase pedestrian, bicycle, and mass-transit activity. Less reliance on automobiles and increased tree canopy, green space, and landscaping may assist in decreasing greenhouse gas emissions. The design guidelines and development standards in this Specific Plan also establish sustainable standards for energy efficiency, green building, landscaping, and drainage for the planning area.

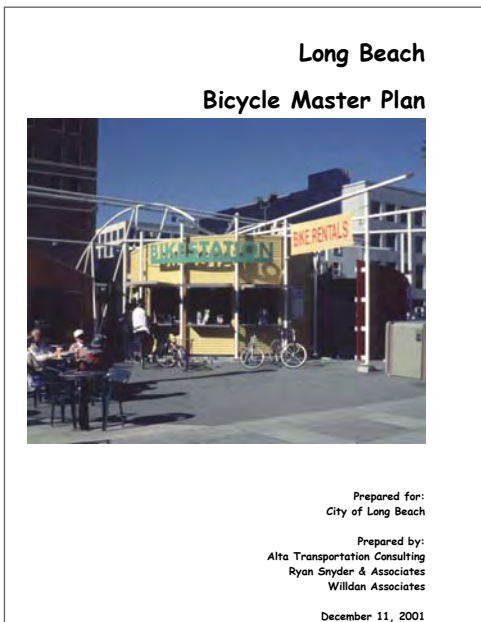
### Long Beach Bicycle Master Plan

The Bicycle Master Plan guides the development and maintenance of bicycle-friendly roads, bikeways, support facilities, and programs for the City. This policy document aims to reduce traffic congestion by providing better facilities for biking and enhancing alternatives to commuting by car. The City's commitment to being the nation's most bicycle-friendly city relies on implementation and integration of all of the City's mobility and transit-related plans.

With the integration of complete streets and enhanced mobility, this Specific Plan prescribes improved crossings and reevaluates the right-of-way design for Long Beach Boulevard to better accommodate bicycles along the corridor. Improvements to Long Beach Boulevard corridor include a new bicycle path along the boulevard, intersecting with bicycle parking at three transit stations and bicycle routes on cross streets. The City anticipates updating the Bicycle Master Plan in 2016.

### Planned Development District 29 (PD-29)

Some areas of the City are zoned as special districts, called Planned Development Districts, which are more comprehensive than conventional zoning and are intended to achieve a specific outcome in a geographic area. In 2011, Planned Development District 29 (PD 29) regulated 311 acres along Long Beach Boulevard from Wardlow Road to 7th Street (including sphere areas and public right-of-way). In 2012, the City adopted



Long Beach Bicycle Master Plan, 2001

the Downtown Plan which assumed regulatory control of the portion of PD 29, south of Anaheim Street along Long Beach Boulevard. With the adoption of this Specific Plan PD-29 is rescinded and land use for the remaining areas are now regulated either by conventional zoning or this Specific Plan.

### Metro Blue Line Bicycle and Pedestrian Access Improvement Plan

The Blue Line Bicycle and Pedestrian Access Plan assesses and recommends physical infrastructure and safety improvements to increase bicycling and walking to nine Metro Blue Line light rail transit stations. The improvement plan includes new crosswalks and countdown signals, a wayfinding plan, resurfacing of designated bikeways, improved lighting, and more bike parking.

The Willow, Pacific Coast Highway (PCH), and Anaheim stations are included in this improvement plan and in this Specific Plan.

Recommended improvements for the Anaheim and PCH stations include:

- Enhanced access at the southern end of the station.
- Widening sidewalks and installing buffers, such as bike lanes and landscaping, to protect pedestrians.
- Intersection improvements, including high-visibility crosswalks and bicycle loop detectors.
- Development of bicycle boulevards along 12th, 15th, and 20th streets.

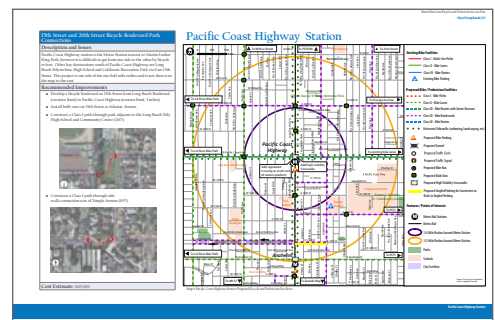
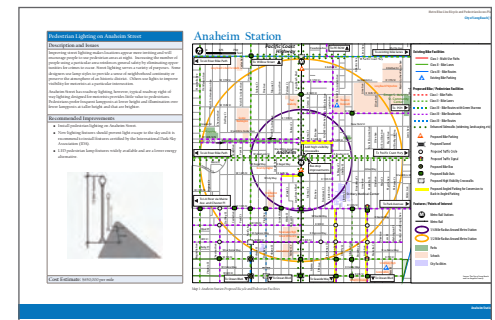
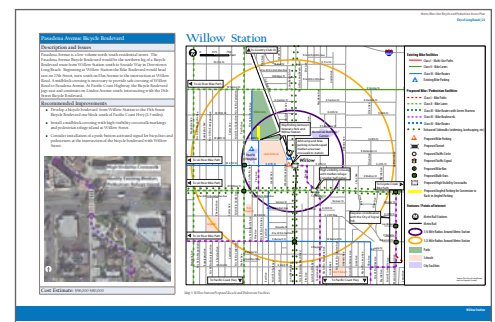
Recommendations for the Willow Station include:

- Adding trees, street furniture, and increased lighting to create a buffer zone between pedestrians and street traffic.
- Repaving sidewalks and installing curb ramps with truncated domes at all intersections.
- Installing high-visibility crosswalks and increasing pedestrian crossing time.
- Increasing the link between the station and Veteran's Park by installing wayfinding signs and converting the existing sidewalk into a Class I shared use path.
- Development of a bicycle boulevard along Pasadena Avenue.
- Installation of bike parking in the plaza adjacent to the station.

The recommendations for intersection, pedestrian, and bike improvements in the improvement plan are consistent with the vision of the Midtown Specific Plan. The design guidelines and development standards of this Specific Plan should be used for implementing signage, landscaping,



*Metro Blue Line Bicycle and Pedestrian Access Improvement Plan, 2011*



*Recommended improvements to Willow (top), Anaheim (middle), and PCH (bottom) stations.*

street furniture, and access to the transit stations. The implementation of improvements from both plans support the City's goal to become the most bike-friendly city in America.

**Willow Station Bike Transit Hub Access Plan**

The Willow Station Bike Transit Hub Access Plan identifies improvements for Willow Station along Long Beach Boulevard. The assessment of the station found that it is underserved, with poor access and inadequate bike lockers and racks. Recommended improvements include new bike lanes, restriping, and intersection improvements such as bicycle signal detectors, modifications to signal timing, and reconfigured crosswalks.

The Midtown Specific Plan recognizes the importance of Willow Station as a multi-modal transit hub along the corridor. The goals and vision for the planning area are consistent with the access and onsite improvements in and leading to the transit station. The design guidelines and development standards of this plan should be used for improving signage, landscaping, bike racks, and other furnishings.

**Long Beach 2030-2035 General Plan**

The General Plan sets forth the goals, policies, and directions the City will take in managing its future. It is the blueprint for development and a guide to achieving the long-term, citywide vision. The General Plan sets seven interrelated goals:

- Increased mobility
- Affordable housing
- Reduction in greenhouse gas emissions
- Enhanced quality of life
- Compact & transit-oriented development
- Improved water quality
- Walkable neighborhoods & districts

These goals are integrated with the Midtown Specific Plan and are discussed in relation to the two elements—mobility and housing—that have the greatest influence in guiding the vision and goals of the Midtown Specific Plan. The General Plan also introduces the concept of place types and identifies strategies to improve Long Beach neighborhoods. Additionally, the land use element identifies Long Beach Boulevard as one of the targeted change areas.

Mobility Element

The 2035 Mobility Element outlines the vision, goals, policies, and implementation measures required to improve and enhance the City of Long Beach's local and regional transportation system. The future vision of the City's transportation system includes a community which:



*The Long Beach General Plan is a comprehensive, long-term plan that creates a vision for the future of the City.*

- Offers flexible, convenient, affordable, and energy efficient transportation options.
- Follows mobility practices that maintain and enhance safety while strengthening community, sense of place, urban design, and the natural environment.
- Encourages the use of the most efficient and convenient mode of travel for any particular trip.
- Embraces innovation and appropriate transportation technology.
- Maintains professional standards in transportation planning and traffic engineering, with safety as the highest priority.
- Integrates land use planning with a multi-modal mobility network, providing people with options to choose various forms of convenient transportation.
- Plans, maintains, and operates mobility systems consistent with the principles of complete streets, active living, and sustainable community design.

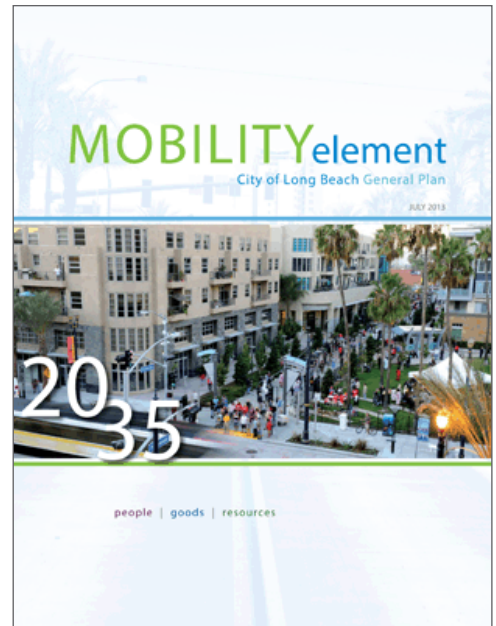
The Mobility Element also discusses the possible extension of Metro’s Green Line. Options for expansion include extending the line through South Bay to Torrance and future connections across the Harbor Gateway into the Metro Blue Line Willow Station.

The Midtown Specific Plan and Mobility Element are consistent in their values and vision relative to circulation. Enhancing multi-modal transportation is a key strategy of both of these documents. The Mobility Element details improvements throughout the planning area—including synchronized traffic signals and reconfigured streets and freeway ramps to reduce congestion—as well as applying a context-sensitive approach to balance the mobility system throughout the City.

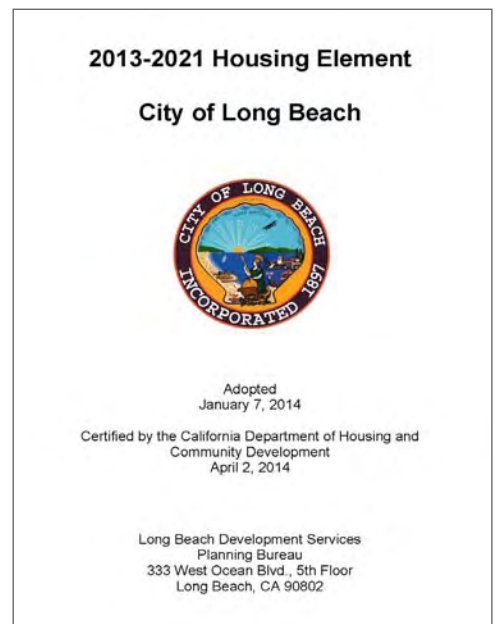
Housing Element

The Housing Element is a tool to guide the City in planning for present and future housing needs, including strategies and programs to improve development regulations and accommodate future growth targets for housing affordable to all household incomes.

The Midtown Specific Plan promotes the economic and aesthetic revitalization of Long Beach Boulevard, including residential infill projects. It promotes a mix of uses and levels of residential intensity that benefit from existing and future mobility options. Higher density residential uses in this planning area could also be used to address lower income housing needs.

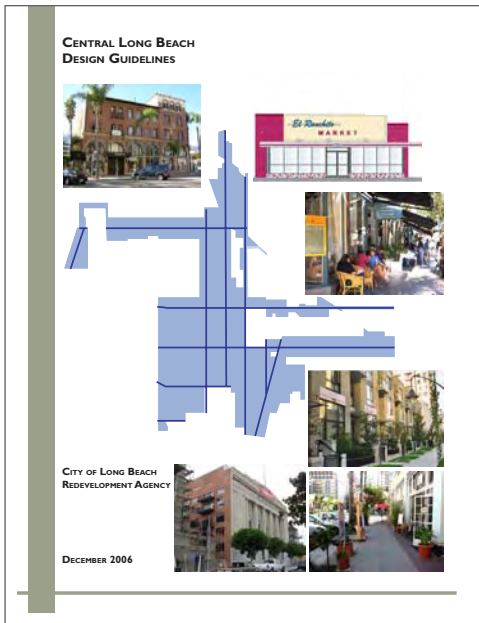


*Long Beach General Plan Mobility Element, adopted 2013*



*Long Beach General Plan Housing Element, 2013-2021*





Central Long Beach Design Guidelines, 2006

### Central Long Beach Design Guidelines

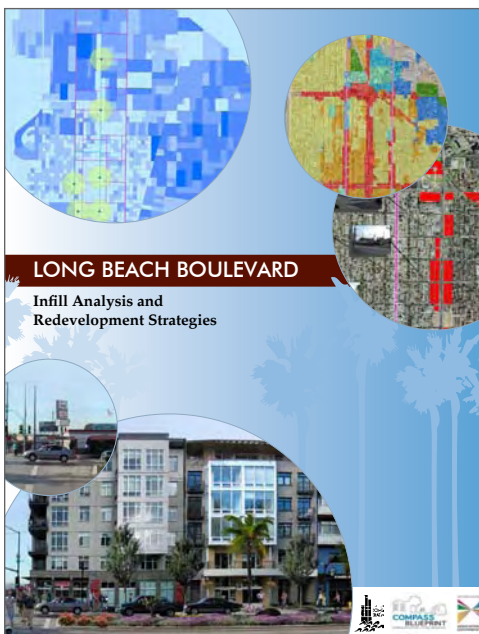
The Central Long Beach Design Guidelines (CLBDG) are intended to implement the goals, design standards, and guidelines of the Central Long Beach Strategic Guide for Development. The guidelines strongly influenced and in some cases are directly reflected in the design guidelines in this specific plan. Design principles that are carried throughout both documents include placemaking, green building, human-scale development, and auto/transit-oriented considerations.

The Midtown Specific Plan strives to create a lively corridor through the physical environment—to produce quality design that enhances the experience of those living, working, and visiting the planning area. Like the CLBDG, this plan takes a comprehensive approach to shaping physical features by emphasizing building form and landscape design to reinforce urban and transit-oriented development patterns.

### Long Beach Boulevard Infill Analysis and Redevelopment Strategies

This SCAG Compass Blueprint Corridor Study analyzes leveraging recent investments to the Metro Blue Line to spur redevelopment along Long Beach Boulevard. The analysis found that PD-29 zoning regulations at the time were inhibiting private investment. The report recommends updating development and parking standards, establishing a Tax Increment Financing District, increasing the mix of land uses, and improving the streetscape.

Ultimately, this report resulted in the Long Beach Boulevard Midtown Specific Plan. The Midtown plan incorporates the analysis of the infill analysis and strategies into new development standards, design guidelines, mobility plan, and streetscape improvements.



The 2007 SCAG Demonstration Project highlighted key issues and strategies for improving the corridor.

### 7.4.2 Regional and State Programs, Agencies, and Regulations

#### Statewide Transportation Improvement Program

The California Transportation Commission administers transportation programming, which is the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multiyear period to transportation projects. The Statewide Transportation Improvement Program (STIP) is a multiyear capital improvement program of transportation projects on and off the state highway system, funded with revenues from the state highway account and other funding sources. The California Department of Transportation manages the operation of state highways, including Pacific Coast Highway (State Route 1) and the freeways passing through Long Beach.

## Southern California Association of Governments

The metropolitan planning organization (MPO) for each region must develop a sustainable communities strategy (SCS) that integrates transportation, land-use, and housing policies to plan for achievement of the emissions target for their region. Every four years, the Southern California Association of Governments (SCAG) updates the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) for the six-county region: Los Angeles, San Bernardino, Riverside, Orange, Ventura, and Imperial counties. The 2012–2035 RTP/SCS vision encompasses three principles that collectively work as the key to the region’s future: mobility, economy, and sustainability. It includes a strong commitment to reduce emissions from transportation sources to comply with California Senate Bill 375 (SB 375; the Sustainable Communities Act), improve public health, and meet the National Ambient Air Quality Standards set by the federal Clean Air Act. The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play and how they will move around. The Midtown Specific Plan is consistent with several of the RTP/SCS goals:

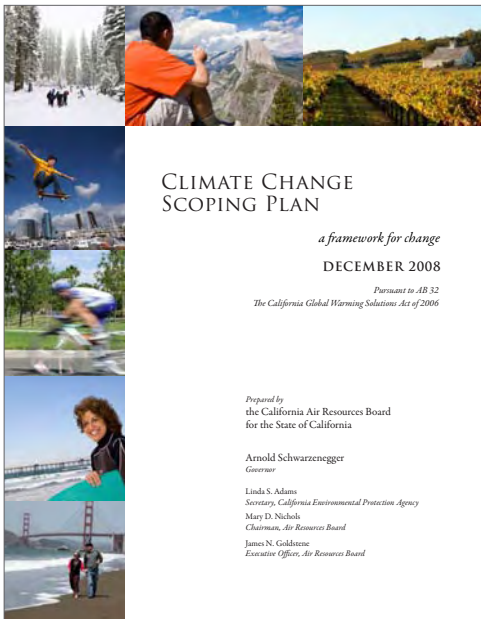
- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).
- Encourage land use and growth patterns that facilitate transit and non-motorized transportation.

Though many projects are scheduled through the 2012-2035 RT/SCS throughout Long Beach, none of them are specifically within the Midtown area. Every four years, SCAG updates the Regional Transportation Plan (RTP/SCS). Planning is currently underway for the 2016–2040 Regional Transportation Plan and Sustainable Communities Strategy.

Additionally, SCAG started a visioning process in 2001 that culminated in a regional strategy to accommodate the coming growth. This strategy, called “Compass Blueprint,” is integrated with the RTP/SCS and promotes a stronger link between regionwide transportation and land use planning. The strategy also encourages creative, forward-thinking, and sustainable development solutions that fit local needs and support shared regional values, based on the following four key Compass Principles. This program is now known as the Sustainability Planning Grant Program which supports



SCAG’s Regional Transportation Plan (2012) and the Compass Blueprint logo



*AB 32's Climate Change Scoping Plan provides the framework for helping California meet its greenhouse gas reduction goals.*

exemplary projects that illustrate the value effective growth planning can bring to the region. The program provides assistance to local jurisdictions to test planning tools by providing technical assistance to complete planning and policy efforts that enable implementation for the regional SCS. Grants of this nature may be a resource for implementation of this Specific Plan.

### **Global Warming Solutions Act**

The Global Warming Solutions Act (AB 32) of 2006 established a comprehensive program to reduce greenhouse gas emissions to combat climate change. This bill requires the California Air Resources Board (CARB) to develop regulations to reduce greenhouse gas emissions to 1990 levels by 2020. As of January 1, 2012, the greenhouse gas rules and market mechanisms adopted by CARB took effect and are legally enforceable.

The reduction goal for 2020 is to reduce greenhouse gas emissions by 25 percent of the current rate in order to meet 1990 level, and a reduction of 80 percent of current rates by 2050. The AB 32 Scoping Plan contains the main strategies California will use to reduce the greenhouse gases. The scoping plan has a range of greenhouse gas reduction actions that include direct regulations, alternative compliance mechanisms, monetary and nonmonetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 program implementation regulation to fund the program.

### **Sustainable Communities and Climate Protection Act**

The Sustainable Communities and Climate Protection Act (SB 375) of 2008 provides incentives for cities and developers to bring housing and jobs closer together and improve public transit. The goal behind SB 375 is to reduce automobile commuting trips and thus help meet the statewide targets for reducing greenhouse gas emissions set by AB 32.

SB 375 requires each MPO to add a broader vision for growth—the sustainable communities strategy (SCS)—to its transportation plan. The SCS must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions.

### California Complete Streets Act

The California Complete Streets Act (AB 1358) of 2008 requires circulation elements updated in 2011 or later to address the transportation system from a multi-modal perspective. The bill states that streets, roads, and highways must “meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the General Plan.” Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate, including walking, biking, car travel, and transit.

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled.

### Los Angeles County Congestion Management Program

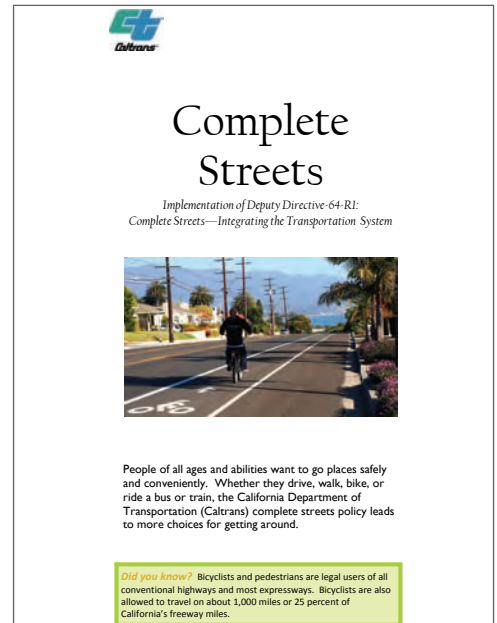
The County of Los Angeles and its transportation agency, Metro, updated the Congestion Management Program (CMP) in 2010 to assess the overall performance of the highway system and provide decision makers with quantitative input for funding improvements and programs. The CMP covers approximately 500 miles of freeway facilities that are divided into 81 key segment pairs. The traffic operations at each segment are evaluated every two years by Caltrans and published in the CMP for Los Angeles County. The CMP for Los Angeles County designated certain arterial roadways and freeway segments as CMP facilities:

**Roadways:** Pacific Coast Highway, 7th Street, Alamitos Avenue, Orange Avenue

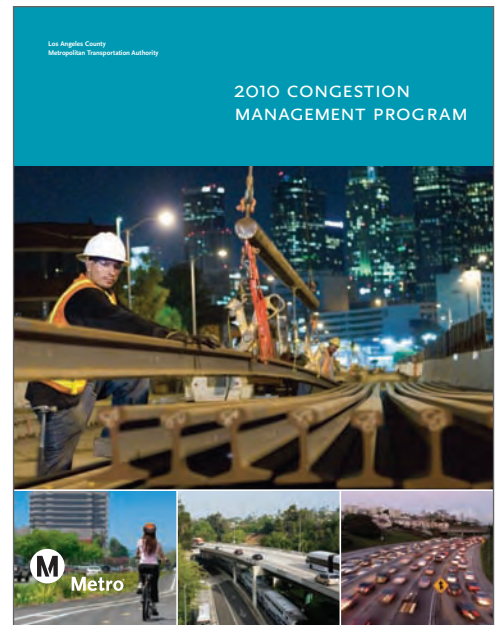
**Freeways:** I-710, I-605, I-405, SR-91

The County’s traffic congestion management policy is intended to determine appropriate transportation planning actions in response to a particular level of service (LOS). As a result, an intersection with a poor LOS does not necessarily preclude new development at or around that intersection. Instead, the local agency will need to respond to intersection LOS with a three-tiered approach:

1. Manage speeds and motorist behavior at intersections with high LOS.
2. Review traffic growth patterns when congestion begins to appear and planning for appropriate ways to address additional congestion.
3. Take steps to manage congestion, including moving from intersection-specific metrics to LOS for an entire corridor.



California Complete Streets Act, 2008



Los Angeles Metropolitan Transportation Authority County Congestion Management Program, 2010



*Los Angeles Metropolitan Transportation Authority Long Range Transportation Plan, 2009*

## Los Angeles County Metropolitan Transportation Authority

Metro is the planning, coordinating, designing, building, and operating transportation agency for Los Angeles County. The agency's 2009 Long Range Transportation Plan (LRTP) lays out a 30-year vision for the Los Angeles County transportation system. The LRTP focuses on connecting highways and arterials with bus, urban, and regional rail systems while reducing greenhouse gas emissions through the following goals:

- Expand the Metro fixed guideway/busway network to over 177 stations covering nearly 230 miles.
- Expand the Metro Rapid network to provide over 400 miles of service through 35 cities and the County of Los Angeles.
- Continue the commitment to operate and expand the Metrolink commuter rail system.
- Continue the commitment to operate the paratransit bus system.
- Expand and improve bus and rail transit services throughout the county.
- Fill in critical gaps along the carpool network.
- Build freeway interchanges and carpool lane connectors.
- Expand the Metro Freeway Service Patrol.
- Fund enhancements to arterial, signal synchronization, transportation demand management, bikeway, pedestrian, transit capital, and transportation through the Call for Projects.
- Promote rideshare and other Transportation Demand Management strategies that provide alternatives to driving alone.

The Blue Line light rail train system along Long Beach Boulevard is operated and maintained by Metro. This regional line connects Downtown Long Beach with Downtown Los Angeles and is one of the busiest urban railway systems in the nation. While the LRTP does not identify funded improvements for this regional connector, the Midtown Specific Plan provides guidance on median and street improvements to buffer the train and street activity with increased landscaping.

## Gateway Cities Strategic Transportation Plan Active Transportation Element

In 2013, the Gateway Cities Council of Government's (GCCOG) released a Draft Strategic Transportation Plan to promote strategies to reduce traffic and energy consumption while enhancing the quality of life and personal health of the people in its communities. This plan focuses on walking and cycling as alternatives to motorized transportation methods. The Active Transportation Element (ATP) of the Draft Strategic Plan recognizes the importance of bicycling and pedestrian infrastructure as a critical element in reducing the long-standing local and regional traffic concerns. These documents contain policy and action items toward making the GCCOG

region a great place to bike and walk. These include developing regional bicycle routes; access to schools, transit, and open space; and identifying support programs. The most important purposes of GCCOG ATP are to:

- Inventory policies and action being taken at the local level to support active transportation.
- Identify broader programs and policies that can/should be supported at the COG level regarding funding, education, and safety.
- Illustrate how the bike facilities proposed by local agencies form the framework for a COG-level system.
- Identify regionally significant bicycle projects that will help “stitch together” the individual jurisdiction plans and connect key activity centers.
- Identify (graphically) the issues and potential improvements related to bicycle and pedestrian access at the major transit stations in the GCCOG.

The goal of the GCCOG is not to implement the strategies of the plan for each jurisdiction, but to participate in projects at a regional scale, and it can help cities to implement individual plans by assisting in finding funding, advocating for resources from agencies such as Caltrans or Metro, and/or with project vetting to stakeholders.

### SB 226 CEQA Streamlining

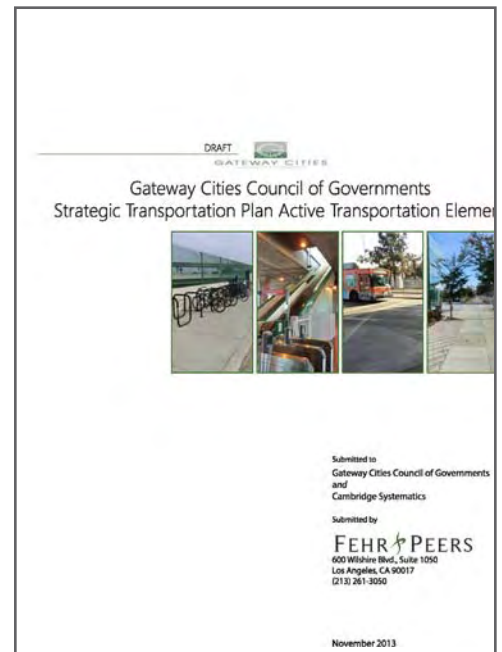
In 2011, Governor Jerry Brown signed into legislation SB 226, which became effective in 2013. This bill streamlined the environmental review process for eligible infill projects by limiting the topics subject to review at the project level where the effects of infill development have been addressed in a planning level decision or by uniformly applicable development policies.

Under CEQA Guidelines Section 15183.3, a project may be eligible for streamlining if it is:

- Be located in an urban area on a previously developed site or surrounded by urban uses (75 percent of perimeter);
- Satisfy performance standards in CEQA Guidelines Appendix M; and
- Be consistent with the general use designation, density, building intensity, and applicable policies in the Southern California Association of Governments Sustainable Communities Strategy.



**GATEWAY CITIES**  
COUNCIL OF GOVERNMENTS



*Gateway Cities Council of Governments  
Strategic Transportation Plan Active  
Transportation Element, November 2013  
Draft (latest available document)*

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**Long Beach Development Services**  
333 W. Ocean Blvd., 3rd Floor  
Long Beach, CA 90802

Visit us at [www.lbds.info](http://www.lbds.info)

E-mail us at [lbds@longbeach.gov](mailto:lbds@longbeach.gov)



[facebook.com/LongBeachDevelopmentServices](https://facebook.com/LongBeachDevelopmentServices)



[@LongBeachDS](https://twitter.com/LongBeachDS)

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LONG BEACH AMENDING THE LONG BEACH MUNICIPAL CODE BY AMENDING TABLE 21-1 OF CHAPTER 21.21, DIVISION VII OF CHAPTER 21.25, CHAPTER 21.37, PD-22 (PACIFIC RAILWAY PLANNED DEVELOPMENT), AND PD-25 (ATLANTIC AVENUE PLANNED DEVELOPMENT); AND BY REPEALING PD-29 (LONG BEACH BOULEVARD PLANNED DEVELOPMENT), ALL RELATING TO THE MIDTOWN SPECIFIC PLAN

The City Council of the City of Long Beach ordains as follows:

Section 1. Long Beach Municipal Code Chapter 21.21 is amended by adding "Establishment of specific plans" to Table 21-1 as follows:

Table 21-1  
Discretionary Review Responsibilities

Type of Procedure	Responsible Hearing Body					Notice Required <sup>(d)</sup>
	SPRC	ZA	PC	CC		
<b>Establishment of specific plans</b>						
Initial hearing			X			Yes
Final decision				X		Yes

//

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CHARLES F. KIN, City Attorney  
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Section 2. Long Beach Municipal Code Section 21.25, Division VII is amended to read as follows:

DIVISION VII. PLANNED DEVELOPMENT DISTRICT AND SPECIFIC PLAN PROCEDURES

21.25.701 Purpose.

The Planned Development (PD) District and Specific Plan (SP) procedures are established to allow flexible development plans to be prepared for certain areas of the City which may benefit from unique or special land use and design controls not otherwise possible under conventional zoning regulations. This Division establishes the procedures for securing the planned development district zone or specific plan zone designation, and for granting a planned development permit or specific plan permit for any project located in a PD or SP district.

21.25.703 Planned Development or Specific Plan adoption.

A. A Planned Development District may only be established by an ordinance specifying, among other things, the goals, objectives, use and development standards for the PD. Such standards shall apply to all development within the PD.

B. A Specific Plan may only be established by an ordinance or resolution specifying, among other things, the goals, objectives, use and development standards for the SP. Such standards shall apply to all development within the SP.

21.25.704 Establishment or amendment of Planned Development District or Specific Plan.

In addition to meeting all qualifying standards set forth in Chapter

1 21.37, and notwithstanding any other provisions of this Title 21, the  
2 following procedures shall apply to the establishment or amendment of any  
3 Planned Development District or Specific Plan area:

4 A. Submission of a Detailed Development Plan. The applicant  
5 shall submit a detailed development plan which indicates the use and  
6 development concepts within a proposed Planned Development District or  
7 Specific Plan zoning area

8 B. Planning Commission Review. The Planning Commission  
9 shall review and hold a public hearing on the establishment of or a  
10 proposed amendment to a Planned Development (PD) District zone or  
11 Specific Plan (SP) zone area. The application shall be heard as a rezoning  
12 matter pursuant to the requirements of Division I of this Title. The Planning  
13 Commission shall recommend action on the establishment or amendment  
14 to the City Council.

15 C. City Council. The City Council has the sole and final authority  
16 to act on the recommendation of the Planning Commission. If the council  
17 approves the Planned Development District or Specific Plan, or  
18 amendments thereto, the PD zone or SP area shall be indicated on the  
19 official zoning maps of the City by a PD or SP designation and a number  
20 indicating the Planned Development District or Specific Plan established.  
21 PD or SP numbers shall be assigned chronologically as indicated in  
22 Chapter 21.37 (Planned Development Districts and Specific Plans) of this  
23 Title.

24  
25 21.25.706 Availability of PD or Specific Plan ordinance or resolution.

26 Copies of adopted PD or SP ordinances or resolutions shall be  
27 available in the Department of Development Services for review or  
28 distribution to the public.

1 21.25.708 Site plan review.

2 Notwithstanding any other provisions of this Title 21, all  
3 development within a PD zone or SP zoning area shall be reviewed  
4 pursuant to procedures specified in Division V of this Chapter.

5  
6 Section 3. Long Beach Municipal Code Section 21.37 is amended to read  
7 as follows:

8  
9 CHAPTER 21.37 PLANNED DEVELOPMENT DISTRICTS AND  
10 SPECIFIC PLANS

11 A. Planned Development Districts.

12 21.37.010 Purpose.

13 The planned development (PD) district is established to allow flexible  
14 development plans to be prepared for areas of the City which may benefit  
15 from the formal recognition of unique or special land uses and the  
16 establishment of special design policies and standards not otherwise  
17 possible under conventional zoning district regulations. Purposes of the  
18 planned development district include permitting a compatible mix of land  
19 uses, allowing for planned commercial areas and business parks, and  
20 encouraging a variety of housing styles and densities.

21  
22 21.37.020 - Districts established.

23 On and after September 1, 1988, all planned development districts  
24 shall be indicated by the PD designation, a number and a common name.

25 Planned development districts are as follows:

- 26 1. PD-1—Southeast Area Development and Improvement Plan (SEADIP)  
27 2. PD-2—Belmont Pier  
28 3. PD-3—Reserved

- 1 4. PD-4—Long Beach Marina
- 2 5. PD-5—Ocean Boulevard
- 3 6. PD-6—Downtown Shoreline
- 4 7. PD-7—Long Beach Business Center
- 5 8. PD-8—Reserved
- 6 9. PD-9—Long Beach Airport Business Park
- 7 10. PD-10—Willmore City
- 8 11. PD-11—Rancho Estates
- 9 12. PD-12—Long Beach Airport Terminal
- 10 13. PD-13—Atlantic Aviation Center
- 11 14. PD-14—Reserved
- 12 15. PD-15—Redondo Avenue
- 13 16. PD-16—Reserved
- 14 17. PD-17—Alamitos Land
- 15 18. PD-18—Kilroy Airport Center
- 16 19. PD 19—Douglas Aircraft
- 17 20. PD-20—All Souls
- 18 21. PD-21—Queensway Bay
- 19 22. PD-22—Pacific Railway
- 20 23. PD-23—Douglas Center
- 21 24. PD-24—Reserved
- 22 25. PD-25—Atlantic Avenue
- 23 26. PD-26—West Long Beach Business Park
- 24 27. PD-27—Willow Street Center
- 25 28. PD-28—Pacific Theaters
- 26 29. PD-29—Long Beach Boulevard (repealed)(superseded by Midtown  
27 Specific Plan (SP-1))
- 28 30. PD 30—Downtown Long Beach

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31. PD-31—California State University and Technology Center/Villages  
at Cabrillo Long Beach Vets

32. PD-32—Douglas Park

21.37.030 Qualifying standards.

In order to qualify for the planned development district classification, a property must contain not less than five (5) acres in size or must be a full block face surrounded on all sides by public right-of-way. In any event, the property must have direct access to a public street.

21.37.040 Establishment procedures.

A planned development district classification shall be established in accordance with the administrative procedures contained in Division VII of Chapter 21.25 (Specific Procedures). Among other things, these procedures call for preparation and adoption of a use and development standards plan.

21.37.050 Development standards.

Development plans approved by the City Council shall serve as the applicable zoning regulations for a PD zone. Whenever a PD zone does not contain any standards for a particular aspect of development such as landscaping, then the development standards for that aspect of a zoning district which is closest to the overall intent of the particular planned development district shall apply.

21.37.060 Site plan review.

Site plan review is required for all development proposals within PD districts pursuant to Division V of Chapter 21.25 (Specific Procedures) of this Title. The Site Plan Review Committee shall refer to the Planning

1 Commission all planned development district project applications which vary  
2 from the general or specific use and development standards but which are  
3 consistent with the intent of the particular planned development district.  
4

5 21.37.070 - Alcoholic beverage sales uses.

6 On-premises and off-premises alcoholic beverage sales uses in  
7 planned development districts shall be permitted only as conditional uses  
8 unless such uses are specifically exempted from the conditional use permit  
9 process by a particular planned development district ordinance.  
10

11 B. Specific Plans.

12 21.37.200 Purpose.

13 As set forth in Government Code sections 65450 through 65458, the  
14 specific plan provides a means to establish more specific land use  
15 regulations and design standards for properties and areas requiring special  
16 attention or treatment. A specific plan serves as a policy and regulatory  
17 document, with policy direction and project development concepts  
18 consistent with the General Plan.  
19

20 21.37.210 Specific Plans established.

21 On and after May 1, 2016, all specific plans shall be indicated by the  
22 SP designation, a number and a common name. Specific plans are as  
23 follows:

24 1. SP-1—Midtown  
25

26 21.37.330 Establishment procedures.

27 A specific plan shall be established in accordance with the  
28 administrative procedures contained in Division I of Chapter 21.25 (Specific



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Procedures-Zone Changes and Zoning Regulation Amendments).

Section 4. The Pacific Railway Planned Development District (PD-22) is hereby amended by amending the boundary map of PD-22 as shown on Exhibit A.

Section 5. The Atlantic Avenue Planned Development District (PD-25) is hereby amended by amending the boundary map as shown on Exhibit B.

Section 6. The Long Beach Boulevard Planned Development District (PD-29) is hereby repealed and replaced and superseded by the Midtown Specific Plan (SP-1).

Section 7. The City Clerk shall certify to the passage of this ordinance by the City Council and cause it to be posted in three (3) conspicuous places in the City of Long Beach, and it shall take effect on the thirty-first (31st) day after it is approved by the Mayor.

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I hereby certify that the foregoing ordinance was adopted by the City Council  
of the City of Long Beach at its meeting of \_\_\_\_\_, 2016, by the following  
vote:

Ayes: Councilmembers: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Noes: Councilmembers: \_\_\_\_\_

\_\_\_\_\_

Absent: Councilmembers: \_\_\_\_\_

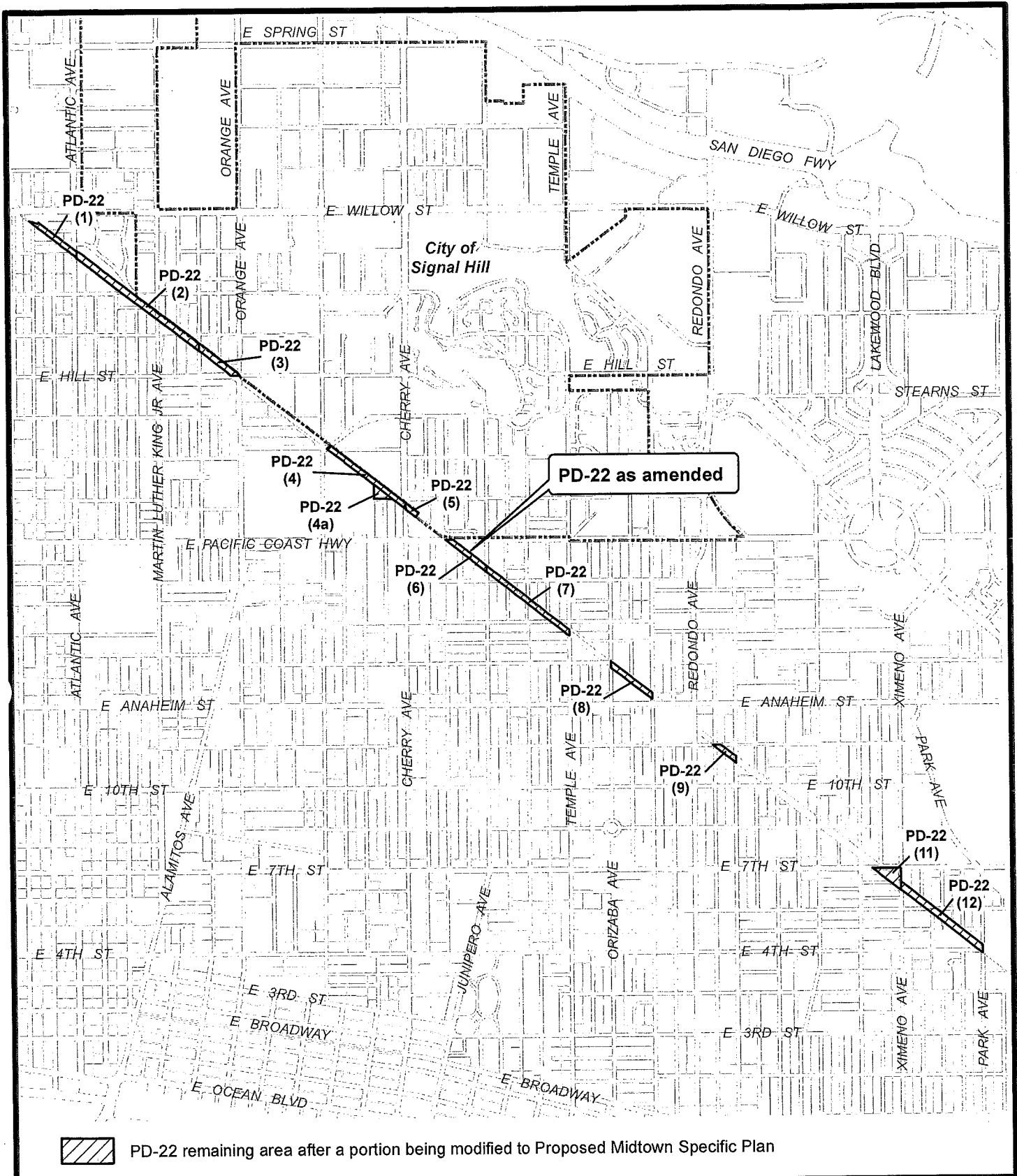
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\_\_\_\_\_  
City Clerk

Approved: \_\_\_\_\_  
(Date)

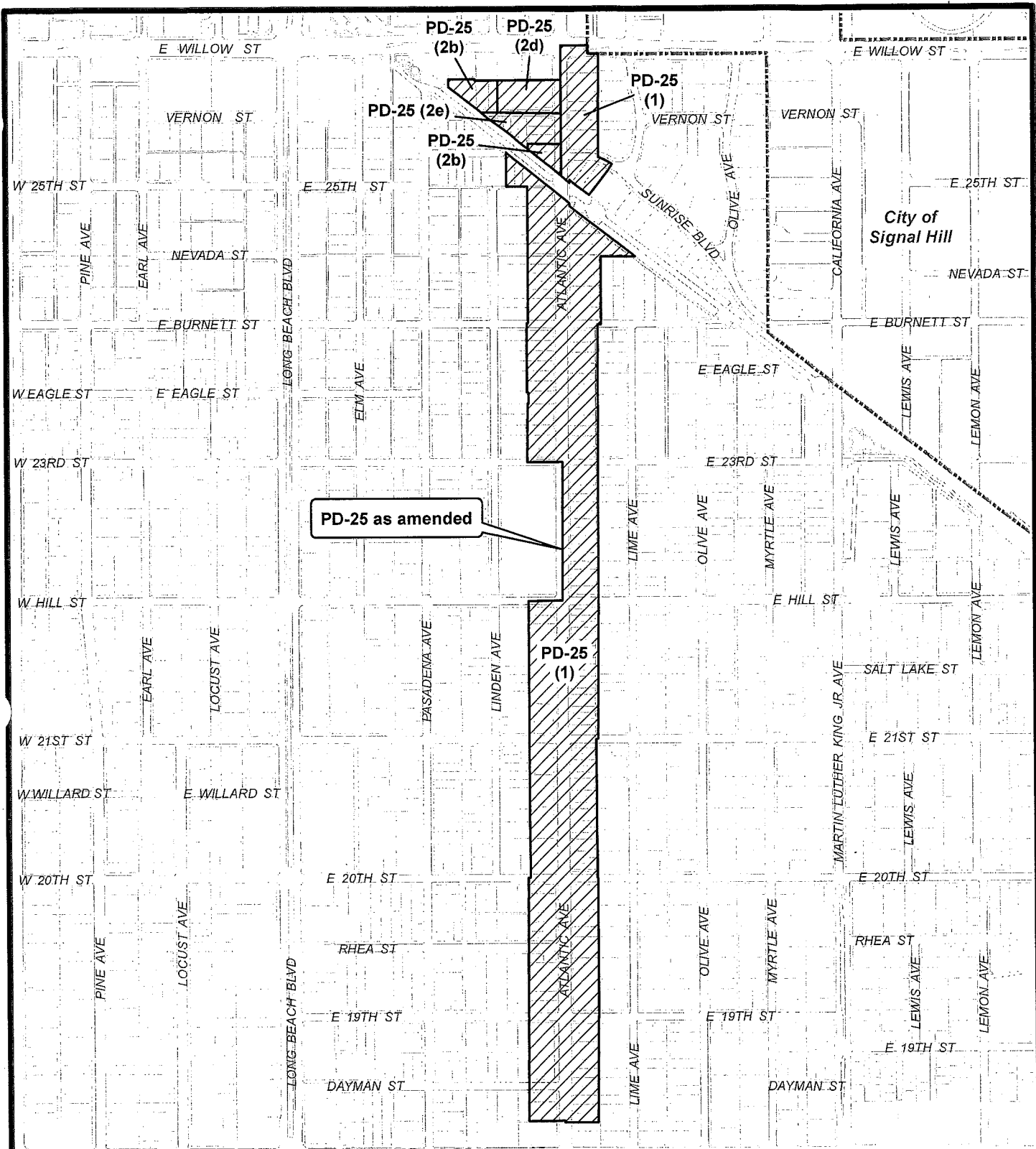
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Mayor

OFFICE OF CITY ATTORNEY  
CHARLES J. KIN, City Attorney  
333 West Ocean Boulevard, 11th Floor  
Long Beach, CA 90802-4664




# AMENDMENT TO A PORTION OF PARTS 10, 11, 15, 16 OF THE USE DISTRICT MAP

Rezoning Case



City of  
Signal Hill

PD-25 as amended

 PD-25 remaining area after a portion being modified to Proposed Midtown Specific Plan



# AMENDMENT TO A PORTION OF PARTS 9, 10, 15, 16 OF THE USE DISTRICT MAP

Rezoning Case

OFFICE OF THE CITY ATTORNEY  
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ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LONG BEACH AMENDING THE LONG BEACH MUNICIPAL CODE BY AMENDING DIVISION VII OF CHAPTER 21.25, CHAPTER 21.37, PD-22 (PACIFIC RAILWAY PLANNED DEVELOPMENT), AND PD-25 (ATLANTIC AVENUE PLANNED DEVELOPMENT); AND BY REPEALING PD-29, ALL RELATING TO THE MIDTOWN SPECIFIC PLAN

The City Council of the City of Long Beach ordains as follows:

Section 1. Long Beach Municipal Code Section 21.25, Division VII is amended to read as follows:

DIVISION VII. PLANNED DEVELOPMENT DISTRICT AND SPECIFIC PLAN PROCEDURES

21.25.701 Purpose.

The Planned Development (PD) District and Specific Plan (SP) procedures are is established to allow flexible development plans to be prepared for certain areas of the City which may benefit from unique or special land use and design controls not otherwise possible under conventional zoning regulations. This Division establishes the procedures for securing the planned development district zone or specific plan zone designation, and for granting a planned development permit or specific plan permit for any project located in a PD or SP district.

21.25.703 Planned Development or Specific Plan adoption. ordinance required.

1           A. A PD ~~zone or SP zone~~ may only be established by an ordinance  
2 specifying, among other things, the goals, objectives, use and  
3 development standards for the district. Such standards shall apply to all  
4 development within the PD.  
~~planned development district zone or specific plan~~

5 ~~zone area.~~ B. A SP may only be established by ordinance or resolution specifying, among  
6 other things, the goals, objectives, use and development standards for the SP.  
Such standards shall apply to all development within the SP.

7 21.25.704 Establishment or amendment of Planned Development  
8 ~~District or Specific Plan.~~

9           In addition to meeting all qualifying standards set forth in Chapter  
10 21.37, and notwithstanding any other provisions of this Title 21, the  
11 following procedures shall apply to the establishment or amendment of  
12 any Planned Development ~~District or Specific Plan~~ area:

13           A. Submission of a Detailed Development Plan. The applicant  
14 shall submit a detailed development plan which indicates the use and  
15 development concepts within a proposed Planned Development District or  
16 Specific Plan zoning area.

17           B. Planning Commission Review. The Planning Commission  
18 shall review and hold a public hearing on the establishment of or a  
19 proposed amendment change to a the Planned Development (PD) District  
20 zone or Specific Plan (SP) zone area. The application shall be heard as a  
21 rezoning matter pursuant to the requirements of Division I of this  
22 Title Chapter. The Planning Commission shall recommend action on the  
23 proposal to the establishment or amendment to the City Council.

24           C. City Council. The City Council has the sole and final  
25 authority to act on the recommendation of the Planning  
26 Commission, specific plan and proposed rezoning. If the council approves  
27 the Planned Development District or Specific Plan, or amendments  
28 thereto, specific plan and zone change, the PD zone or SP area shall be

1 indicated on the official zoning maps of the City by ~~a the base PD or SP~~  
2 designation and a number indicating which <sup>the</sup> Planned Development District  
3 or Specific Plan established ~~specific plan is applicable.~~ PD or SP Specific  
4 plan numbers shall be assigned chronologically as indicated in Chapter  
5 21.37 (Planned Development Districts and Specific Plans) of this Title.

6  
7 21.25.706 Availability of PD or Specific Plan ordinance or resolution.  
8 Copies of ~~the adopted PD or SP ordinances~~ <sup>or resolutions</sup> shall be available in  
9 the Department of Development Services Planning and Building for review  
10 or distribution to the public.

11  
12 21.25.708 Site plan review.

13 Notwithstanding any other provisions of this Title 21, all  
14 development within a PD zone or SP zoning area shall be reviewed  
15 pursuant to procedures specified in Division V of this Chapter.

16  
17 Section 2. Long Beach Municipal Code Section 21.37 is amended to read  
18 as follows:

19 CHAPTER 21.37 PLANNED DEVELOPMENT DISTRICTS AND SPECIFIC PLANS

20 A. Planned Development Districts.

21 21.37.010 Purpose.

22 The planned development (PD) district is established to allow  
23 flexible development plans to be prepared for areas of the City which may  
24 benefit from the formal recognition of unique or special land uses and the  
25 definition establishment of special design policies and standards not  
26 otherwise possible under conventional zoning district regulations. Purposes  
27 of the planned development district include permitting a compatible mix of  
28 land uses, allowing for planned commercial areas and business parks, and

1 encouraging a variety of housing styles and densities.

2

3 21.37.020 - Districts established.

4 On and after September 1, 1988, all planned development districts  
5 shall be indicated by the PD designation, a number and a common name.

6 Planned development districts are as follows:

7 1. PD-1—Southeast Area Development and Improvement Plan (SEADIP)

8 2. PD-2—Belmont Pier

9 3. PD-3—Reserved

10 4. PD-4—Long Beach Marina

11 5. PD-5—Ocean Boulevard

12 6. PD-6—Downtown Shoreline

13 7. PD-7—Long Beach Business Center

14 8. PD-8—Reserved

15 9. PD-9—Long Beach Airport Business Park

16 10. PD-10—Willmore City

17 11. PD-11—Rancho Estates

18 12. PD-12—Long Beach Airport Terminal

19 13. PD-13—Atlantic Aviation Center

20 14. PD-14—Reserved

21 15. PD-15—Redondo Avenue

22 16. PD-16—Reserved

23 17. PD-17—Alamitos Land

24 18. PD-18—Kilroy Airport Center

25 19. PD 19—Douglas Aircraft

26 20. PD-20—All Souls

27 21. PD-21—Queensway Bay

28 22. PD-22—Pacific Railway



- 1 23. PD-23—Douglas Center
- 2 24. PD-24—Reserved
- 3 25. PD-25—Atlantic Avenue
- 4 26. PD-26—West Long Beach Business Park
- 5 27. PD-27—Willow Street Center
- 6 28. PD-28—Pacific Theaters
- 7 29. PD-29—Long Beach Boulevard (repealed)(superseded by Midtown
- 8 Specific Plan (SP-1))
- 9 30. PD 30—Downtown Long Beach
- 10 31. PD-31—California State University and Technology Center/Villages
- 11 at Cabrillo Long Beach Vets
- 12 32. PD-32—Douglas Park

14 21.37.030 Qualifying standards.

15 In order to qualify for the planned development district classification,  
16 a property must contain not less than five (5) acres in size or must be a full  
17 block face surrounded on all sides by public right-of-way. In any event, the  
18 property must have direct access to a public street.

19  
20 21.37.040 Establishment procedures.

21 A planned development district classification shall be established in  
22 accordance with the administrative procedures contained in Division VII of  
23 Chapter 21.25 (Specific Procedures). Among other things, these  
24 procedures call for preparation and adoption of a use and development  
25 standards plan.

26  
27 21.37.050 Development standards.

28 Development plans approved by the City Council shall serve as the

1 applicable zoning regulations for a PD zone. Whenever a PD zone does  
2 not contain any standards for a particular aspect of development such as  
3 landscaping, then the development standards for that aspect of a zoning  
4 district which is closest to the overall intent of the particular planned  
5 development district shall apply.

6  
7 21.37.060 Site plan review.

8 Site plan review is required for all development proposals within PD  
9 districts pursuant to Division V of Chapter 21.25 (Specific Procedures) of  
10 this Title. The Site Plan Review Committee shall refer to the Planning  
11 Commission all planned development district project applications which  
12 vary from the general or specific use and development standards but which  
13 are consistent with the intent of the particular planned development district.

14  
15 21.37.070 - Alcoholic beverage sales uses.

16 On-premises and off-premises alcoholic beverage sales uses in  
17 planned development districts shall be permitted only as conditional uses  
18 unless such uses are specifically exempted from the conditional use permit  
19 process by a particular planned development district ordinance.

20 B. Specific Plans.

21 21.37.200 Purpose.

22 As set forth in Government Code sections 65450 through 65458, the  
23 specific plan provides a means to establish more specific land use  
24 regulations and design standards for properties and areas requiring special  
25 attention or treatment. A specific plan serves as a policy and regulatory  
26 document, with policy direction and project development concepts  
27 consistent with the General Plan.

28

OFFICE OF THE CITY ATTORNEY  
CHARLES PARKIN, City Attorney  
333 West Ocean Boulevard, 11th Floor  
Long Beach, CA 90802-4664

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21.37.210 Specific Plans established.

On and after May 1, 2016, all specific plans shall be indicated by the SP designation, a number and a common name. Specific plans are as follows:

1. SP-1—Midtown

21.37.330 Establishment procedures.

A specific plan shall be established in accordance with the administrative procedures contained in Division I of Chapter 21.25 (Specific Procedures-Zone Changes and Zoning Regulation Amendments).

Section 3. The Pacific Railway Planned Development District (PD-22) is hereby amended by amending the boundary map of PD-22 as shown on Exhibit A.

Section 4. The Atlantic Avenue Planned Development District (PD-25) is hereby amended by amending the boundary map as shown on Exhibit B.

Section 5. The Long Beach Boulevard Planned Development District (PD-29) is hereby repealed and replaced and superseded by the Midtown Specific Plan (SP-1).

Section 6. The City Clerk shall certify to the passage of this ordinance by the City Council and cause it to be posted in three (3) conspicuous places in the City of Long Beach, and it shall take effect on the thirty-first (31st) day after it is approved by the Mayor.

//  
//

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I hereby certify that the foregoing ordinance was adopted by the City Council  
of the City of Long Beach at its meeting of \_\_\_\_\_, 2016, by the following  
vote:

Ayes: Councilmembers: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Noes: Councilmembers: \_\_\_\_\_

\_\_\_\_\_

Absent: Councilmembers: \_\_\_\_\_

\_\_\_\_\_

City Clerk

Approved: \_\_\_\_\_  
(Date)

Mayor



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Beach, and it shall take effect on the thirty-first day after it is approved by the Mayor.

I hereby certify that the foregoing ordinance was adopted by the City Council of the City of Long Beach at its meeting of \_\_\_\_\_, 2016, by the following vote:

Ayes: Councilmembers: \_\_\_\_\_

\_\_\_\_\_  
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Noes: Councilmembers: \_\_\_\_\_

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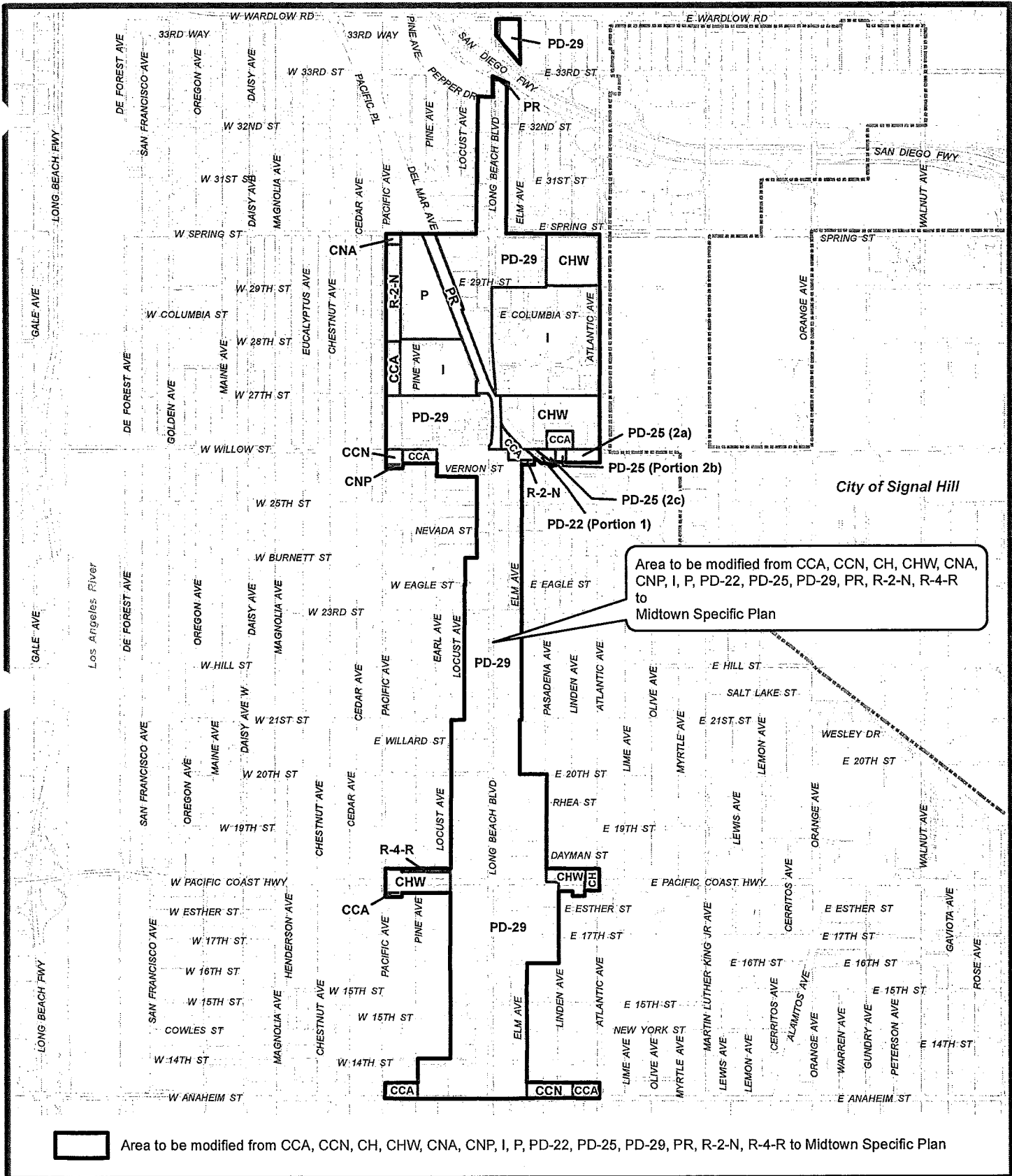
Absent: Councilmembers: \_\_\_\_\_

\_\_\_\_\_  
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\_\_\_\_\_  
City Clerk

Approved: \_\_\_\_\_

\_\_\_\_\_  
Mayor



Area to be modified from CCA, CCN, CH, CHW, CNA, CNP, I, P, PD-22, PD-25, PD-29, PR, R-2-N, R-4-R to Midtown Specific Plan



# PROPOSED AMENDMENT TO A PORTION OF PARTS 9, 10, 15, 16 OF THE USE DISTRICT MAPS

Rezoning Case

## VISTAS DEL PUERTO



November 2017 | Addendum to the Midtown Specific Plan EIR  
SCH No. 2015031034

# General Plan Amendments for PCH/Long PCH/Long Beach Boulevard Transit Node

for City of Long Beach

*Prepared for:*

**City of Long Beach**

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# 1. Introduction

---

## 1.1 BACKGROUND, PURPOSE, AND SCOPE

This document is an Addendum to the previously certified Environmental Impact Report (EIR) (State Clearinghouse No. 2015031034) for the adopted Midtown Specific Plan (Approved Project of Midtown Specific Plan) and addresses proposed land use designation changes to the Pacific Coast Highway/Long Beach Boulevard transit node area of the Midtown Specific Plan (Proposed Project). Refer to Section 1.1.3, *Proposed Project*, of this document for a detailed project description.

The 2016 Draft EIR and 2016 Final EIR of the Approved Project (collectively referred to as the 2016 Certified EIR), in conjunction with this EIR Addendum, serve as the environmental review for the Proposed Project, as required by the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Sections 15000–15387). Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Long Beach (City) is the Lead Agency charged with deciding whether or not to approve the Proposed Project. This EIR Addendum addresses the potential environmental impacts associated with the Proposed Project as compared to the Approved Project. The Proposed Project is limited to the Project Area as it involves a change in land use designations for only this portion of the overall area covered by the Midtown Specific Plan (Specific Plan Area, which totals 369 acres). A description of the Approved Project and Proposed Project are provided below.

### 1.1.1 Approved Project (Midtown Specific Plan)

The Approved Project analyzed in the 2016 Certified EIR consists of City adoption of the Midtown Specific Plan (Specific Plan Area), extraction of the two residential blocks around Officer Black Park from PD-29 (Area Outside the Specific Plan), and retention of the underlying conventional zoning designations already in place for the two extracted residential blocks. The Approved Project also includes the closure of a few roadway segments that intersect with Long Beach Boulevard. Each of the project areas and components is described below.

#### Specific Plan Area

The Approved Project provides a framework for the development and improvement of a 369-acre corridor along Long Beach Boulevard. The Midtown Specific Plan Area currently contains just under 1,900 residential units and a little over 2.6 million square feet of commercial and employment uses, as well as medical facilities with over 950 licensed hospital beds and three hotels with approximately 200 hotel rooms. The Approved Project increased the number of permitted residential units within the Midtown Specific Plan Area to just over 3,600 units—approximately 1,700 more than existing conditions but about 2,200 less than would be allowed under the current PD-29 zoning.

## 1. Introduction

The Midtown Specific Plan allows commercial and employment building square footage of 2.9 million square feet (a net increase of almost 369,000 square feet over existing conditions) by concentrating and intensifying development at key transit and employment nodes. The buildout projections for the Specific Plan assume a small increase in the number of licensed hospital beds (27 beds) and the addition of a business hotel with up to 81 hotel rooms.

### Area Outside the Specific Plan

As stated above, the Approved Project includes an area outside of, but adjacent to the Specific Plan Area boundary; the area comprises approximately four acres around Officer Black Park. Existing land uses within this area consists of 76 dwelling units and 11,346 square feet associated with the existing church; this area also contains Officer Black Park.

Under the Approved Project, the two residential blocks around Officer Black Park were extracted from PD 29 and retained their underlying conventional zoning designations: Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). The proposed extraction did not require an amendment to the City's zoning map, as the underlying conventional zoning designations were already in place. With the exception of the zoning designation revisions, no physical change (e.g., additional development intensity, redevelopment) was proposed; the EIR assumed no physical changes would occur within this area and all existing uses would remain.

### Roadway Segment Closures

The Approved Project included the closure of the following roadway segments to vehicular traffic in order to create parklets (small street parks): 25th Street west of Long Beach Boulevard; 25th Street east of Long Beach Boulevard; 23rd Street west of Long Beach Boulevard; 23rd Street east of Long Beach Boulevard; 21st Street west of Long Beach Boulevard; 21st Street east of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach Boulevard; 15th Street west of Long Beach Boulevard; 15th Street east of Long Beach Boulevard; and 14th Street east of Long Beach Boulevard.

### Approved Project Approvals

Implementation of the Approved Project required the project approvals listed in Table 2.

**Table 1 Project Approvals for Approved Project**

Lead Agency	Action
Long Beach City Council	Adoption of the Midtown Specific Plan Adoption of a Zone Change Certification of the EIR Adoption of Findings of Fact and Statement of Overriding Considerations (if required) Adoption of the Mitigation Monitoring Program
Responsible Agencies	Action
Los Angeles Regional Water Quality Control Board	Issuance of a National Pollution Discharge Elimination System Permit (NPDES) for future construction activities

## 1. Introduction

### 1.1.2 2016 Certified EIR

On June 24, 2016, the Long Beach City Council certified the 2016 Certified EIR and adopted the Approved Project. The 2016 Certified EIR analyzed environmental impacts of the Approved Project. Most impacts identified in the EIR were determined to be less than significant after implementation of mitigation measures. However, the following impacts were determined to be significant and unavoidable even after implementation of feasible mitigation:

- **Air Quality Standards (Construction).** The Approved Project was found to generate short-term emissions that exceed the South Coast Air Quality Management District's (SCAQMD) regional construction significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin.
- **Air Quality (Operational).** The Approved Project was found to generate long-term emissions that exceed SCAQMD's regional operational significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin.
- **Air Quality (Construction).** It was determined that construction activities related to buildout of the Approved Project could expose sensitive receptors to substantial pollutant concentrations of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>.
- **Air Quality Plan (Construction and Operational).** It was determined that the Approved Project is a regionally significant project that would contribute to an increase in frequency or severity of air quality violations in the South Coast Air Basin and would conflict with the assumptions of the applicable Air Quality Management Plan.
- **Greenhouse Gas (GHG) Emissions (Operational).** It was determined that buildout of the Approved Project would result in a substantial increase in GHG emissions compared to existing conditions and would not meet SCAQMD's Year 2035 Target efficiency metric of 2.4 metric tons of CO<sub>2</sub>e per year per service population or the long-term GHG reduction goal under Executive Order S-3-05.
- **Noise (Construction).** It was determined that noise from construction activities associated with future development projects that would be accommodated by the Approved Project could result in substantial impacts to sensitive receptors.

### 1.1.3 Proposed Project

The City is processing two General Plan Amendments (GPA 17-005 and GPA 17-006) to implement land use designation changes to the Pacific Coast Highway/Long Beach Boulevard transit node area of the Midtown Specific Plan. The combined Project Area consist of 24 parcels and is north of E. 16th Street between Locust Avenue to the west and Long Beach Boulevard to the east, see Figure 1, *Vicinity Map*. GPA 17-005 addresses the Project Area north of E. Pacific Coast Highway (PCH) and GPA 17-006 addresses the Project Area south of PCH.

## 1. Introduction

The Proposed Project includes two separate applications.

- **Application No. 1709-35** consists of GPA 17-005, site plan review (SPR 17-044), and a lot merger (LMG 17-015) to change the current land use designations for 11 parcels in the Project Area north of PCH from Moderate Density Residential (LUD #3B) and Traditional Retail Strip Commercial (LU #8A) to Mixed Use District (LUD #7). This application would also allow for the development of 48 dwelling units at 1838-1852 Locust Avenue.
- **Application No. 1709-46** consists of GPA 17-006, site plan review (SPR 17-075), and a lot merger (LMG 17-019) to change the current land use designations for 13 parcels in the Project Area south of PCH from Moderate Density Residential (LUD #3B) and Traditional Retail Strip Commercial (LU #8A) to Mixed Use District (LUD #7). This application would also allow for the development of 102 dwelling units at 1795 Long Beach Boulevard.

### General Plan Amendments

A general plan amendment was not processed at the time of adoption of the Approved Project because the updated General Plan Land Use Element was expected to be adopted within a year of the Approved Project adoption. However, the General Plan Land Use Element update has not been completed, resulting in an inconsistency between the Midtown Specific Plan zoning districts and the current General Plan land use designations. Therefore, the general plan amendments are needed to resolve the inconsistencies and to facilitate development opportunities for the 24 parcels that make up the Project Area.

The proposed general plan amendments would convert the existing land uses to Mixed Use District LUD #7, which is consistent with the underlying Midtown Specific Plan zoning of Transit Node High. Mixed Use District LUD #7 allows both residential and mixed uses, see Figure 2, *Proposed General Plan Amendments*. The Transit Node High designation is a sub-category of the Transit Node (TN) District of the Midtown Specific Plan. The TN District supports compact, transit-oriented mixed-use and residential development centered on the three Metro Blue Line stations.

### Site Plan Reviews and Lot Mergers

The proposed site plan reviews and lot mergers were analyzed in the following documents, which are included as exhibits to the staff report and are incorporated herein by reference:

- Environmental Compliance Checklist: Midtown Specific Plan Program Environmental Impact Report, 1836-1852 Locust Avenue, Application No. 1709-35, SPR 17-044/LMG17-015, dated December 7, 2017.
- Environmental Compliance Checklist: Midtown Specific Plan Program Environmental Impact Report, 1795 Long Beach Boulevard, Application No. 1709-46, SPR 17-075/LMG 17-019, dated December 7, 2017.



## 1. Introduction

**Figure 1**      **Vicinity Map**

## 1. Introduction

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## 1. Introduction

**Figure 2**      **Proposed General Plan Amendments**

## 1. Introduction

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## 1. Introduction

### Proposed Project Buildout

The Proposed Project would create consistency between the General Plan land use designations and the adopted Specific Plan zoning; it would not increase the allowable development in the Project Area. The Project Area is within the 20-acre Transit Node District #6, which allows 30-60 dwelling units per acre, for a total of 362 dwelling units, 297,125 commercial square feet, and 102 hotel rooms. Development of both the 1836-1852 Locust Avenue (48 units) and 1795 Long Beach Boulevard (102 units) projects would be within the overall buildout assumed for the Project Area.

### Lead Agency and Discretionary Approvals

This EIR Addendum documents the City's consideration of the potential environmental impacts resulting from the Proposed Project and explains why CEQA analysis in the form of a subsequent EIR or supplemental EIR is not required. The City of Long Beach is the lead agency and has approval authority over the Proposed Project. Discretionary approvals for the Proposed Project include:

#### *Application No. 1709-35*

- General Plan Land Use Amendment (GPA 17-005)
- Site Plan Review (SPR 17-044)
- Lot Merger (LMG 17-015)

#### *Application No. 1709-46*

- General Plan Land Use Amendment (GPA 17-006)
- Site Plan Review (SPR 17-075)
- Lot Merger (LMG 17-019)

## 1.2 INCORPORATION BY REFERENCE

This Addendum incorporates by reference the technical studies provided in the appendices and the documents described below in accordance with CEQA Guidelines § 15148 and 15150.

- City of Long Beach Midtown Specific Plan
- Final EIR for the City of Long Beach Midtown Specific Plan (SCH No. 2015031034), dated March 2016.
- Environmental Compliance Checklist: Midtown Specific Plan Program Environmental Impact Report, 1836-1852 Locust Avenue, Application No. 1709-35, SPR 17-044/LMG17-015, dated December 7, 2017.
- Environmental Compliance Checklist: Midtown Specific Plan Program Environmental Impact Report, 1795 Long Beach Boulevard, Application No. 1709-46, SPR 17-075/LMG17-019, dated December 7, 2017.

## 1. Introduction

The technical studies and documents are available for review at the City of Long Beach, Development Services Department, 333 West Ocean Boulevard, 5th Floor, Long Beach, CA 90802.

## 2. Environmental Findings

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The CEQA Guidelines provide detailed information on when a subsequent EIR, supplemental EIR, and EIR Addendum can be prepared. This chapter considers the provisions of CEQA Guidelines Sections 15162, 15163, and 15164 and analyzes impacts associated with the changes to the Approved Project.

### 2.1 ENVIRONMENTAL PROCEDURES

Pursuant to CEQA and the State CEQA Guidelines, the City's review of the Addendum focuses on the potential environmental impacts associated with the Proposed Project that might cause major revisions to the 2016 Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects pursuant to State CEQA Guidelines Section 15162.

Pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162, when an EIR has been certified or a negative declaration adopted for a project, no subsequent or supplemental EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

- Substantial project changes are proposed that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified or the negative declaration was adopted shows any of the following:
  - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration.
  - B. Significant effects previously examined will be substantially more severe than identified in the previous EIR.
  - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.

## 2. Environmental Findings

- D. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

If some changes or additions to the previously prepared EIR or negative declaration are necessary, but none of the conditions specified in Section 15162 are present, the lead agency shall prepare an addendum (CEQA Guidelines Section 15164[a]).

This Addendum analyzes the potential impacts of the Proposed Project as compared to the Approved Project and any changes to the existing conditions that have occurred since certification of the 2016 Certified EIR. It also reviews any new information related to environmental impacts, mitigation measures and/or alternatives (if any) that was not known and could not have been known with exercise of reasonable diligence at the time that the 2016 Certified EIR was certified. It further examines whether, as a result of any changes or any new information, a Subsequent EIR or negative declaration may be required. This examination includes an analysis of the provisions of CEQA Section 21166 and State CEQA Guidelines Section 15162 and their applicability to the Proposed Project.

### 2.2 ENVIRONMENTAL ANALYSIS

This section describes the requirements for the preparation of a Subsequent EIR and EIR Addendum and demonstrates why the preparation of an Addendum to the 2016 Certified EIR is appropriate for the Proposed Project.

#### 2.2.1 CEQA Guidelines, Section 15162: Subsequent EIRs and Negative Declarations

CEQA Guidelines Section 15162(a) states,

When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- 1. No substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.** (14 CCR Section 15162[a][1])

Approval of the Proposed Project would not require major revisions to the 2016 Certified EIR because no new significant environmental effects or substantial increase in the severity of previously identified significant effects would occur. The change in General Plan land use designations associated with the Proposed Project would bring the Project Area into consistency with the underlying Midtown Specific Plan zoning of the Project Area. Furthermore, development of the Proposed Project would not result in a new significant environmental effect or cause a substantial increase in the severity of impacts identified in the 2016 Certified EIR.



## 2. Environmental Findings

The analysis below, which discusses environmental topic areas listed in Appendix G of the CEQA Guidelines, demonstrates that no substantial changes are proposed and no major revisions of the 2016 Certified EIR would be required due to approval of the Proposed Project.

**Aesthetics.** The Project Area is buildout out with buildings and surface parking with the exception of a vacant lot at 1836-1852 Locust Avenue. There have been no substantial changes to the existing Project Area since adoption of the 2016 Certified EIR that would require changes to the EIR. The proposed general plan amendments would bring the Project Area into consistency with the underlying Midtown Specific Plan zoning and buildout assumptions used for that area. Future development would be subject to the Midtown Specific Plan zoning standards for setbacks, height requirements, and building design as analyzed in the 2016 Certified EIR. The Proposed Project is consistent with the Midtown Specific Plan. Therefore, any changes to the aesthetic or visual character of the Project Area or its surroundings has already been accounted for in the 2016 Certified EIR. No new or substantially greater impacts related to aesthetics would occur.

**Agriculture and Forestry Resources.** No agricultural or forestry resources were identified for the Project Area in the 2016 Certified EIR. This fact remains unchanged for the Proposed Project. No new impacts or substantially greater impacts related to agricultural or forestry resources would occur.

**Air Quality.** The Proposed Project would not increase the development assumptions analyzed for the Project Area in the 2016 Certified EIR. Therefore, there would be no increase in square footage, population, or vehicle trips that would result in an increase in construction or operational emissions compared to the Approved Project. Mitigation Measures AQ-1 through AQ-6 would apply to the Proposed Project. Therefore, no new or substantially greater impacts related to air quality would occur.

**Biological Resources.** The 2016 Certified EIR found that the Project Area is generally graded, previously-disturbed, and highly urbanized, and, therefore, does not support sensitive biological habitats, communities, species, or wetlands. No biological resources or habitat conservation plans were identified for the Project Area in the 2016 Certified EIR. This fact remains unchanged for the Proposed Project. Therefore, as with the Approved Project, the Proposed Project would not impact such resources. No new impacts or substantially greater impacts related to biological resources would occur.

**Cultural Resources.** The 2016 Certified EIR identified 66 potential historical resources that required further evaluation pursuant to Mitigation Measure CUL-1. Redevelopment projects are also required to implement Mitigation Measure CUL-2 to protect other potential historical properties that turn 50 years old after adoption of the Midtown Specific Plan. No new historical resources have been identified in the Project Area since adoption of the Midtown Specific Plan. The Proposed Project would not expand the proposed development area or result in impacts to new or previously unknown cultural resources. Development within the Project Area is comply with Mitigation Measures CUL-1 and CUL-2. Therefore, no new or substantially greater impacts related to cultural resources would occur.

**Geology and Soils.** Implementation of the Proposed Project would not result in a change in buildout or development area. Therefore, impacts related to geology and soils would be the same as the Approved Project and less than significant. No new or substantially greater impacts related to geology and soils would occur.

## 2. Environmental Findings

**Greenhouse Gas Emissions.** The Proposed Project would not increase the development assumptions analyzed for the Project Area in the 2016 Certified EIR. Therefore, there would be no increase in square footage, population, or vehicle trips that would result in an increase in GHG emissions compared to the Approved Project. No new or substantially greater impacts related to GHG emissions would occur.

**Hazards and Hazardous Materials.** Implementation of the Proposed Project would not result in a change in buildout or development area. Therefore, impacts related to geology and soils would be the same as the Approved Project. Development within the Project Area would be required to comply with Mitigation Measures HAZ-1 and HAZ-2. Therefore, no new or substantially greater impacts related to hazards and hazardous materials would occur.

**Hydrology and Water Quality.** The existing conditions have not changed in the Project Area since certification of the 2016 Certified EIR. The 2016 Certified EIR determined that the Adopted Project would not increase runoff over existing conditions, except where single-family residential would be redeveloped as multifamily residential. Additionally, the Adopted Project required drainage improvements specified in Mitigation Measures HYD-1 through HYD-4, which are consistent with those outlined in the 2005 Master Plan of Drainage Update and identified by the City of Long Beach Public Works Department.

Implementation of the Proposed Project would not result in a change in buildout or development area. Therefore, impacts related to geology and soils would be the same as the Approved Project. Development within the Project Area would be required to comply with Mitigation Measures HYD-1 through HYD-4. Therefore, no new or substantially greater impacts related to hydrology and water quality would occur.

**Land Use and Planning.** The Proposed Project involves a change in General Plan land use designations for the Project Area to bring the area into consistency with the underlying Midtown Specific Plan zoning of the Project Area. The Proposed Project implements a requirement of the Adopted Project. Specifically, Mitigation Measure LU-1 states the following:

LU-1            If the current General Plan Land Use Element update being undertaken by the City of Long Beach, which includes revisions to the land use designations of the current Land Use Map (including the area covered by the Midtown Specific Plan), is not adopted within 12 months after adoption of the Midtown Specific Plan, the City shall initiate a General Plan Amendment to achieve consistency between the General Plan Land Use Element and the Midtown Specific Plan. Specifically, the General Plan Amendment shall require an update to the current Land Use Map in order to change the current General Plan land use designations of the Midtown Specific Plan area to allow for uses and densities set forth in the Midtown Specific Plan.

A future General Plan Amendment may also require revisions to tables and exhibits in the Mobility Element pertaining to roadway classifications and closures associated with the Midtown Specific Plan. The specific roadway closures under the Midtown Specific Plan include 25th Street, 23rd Street, 21st Street, and 15th Street east and west of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach

## 2. Environmental Findings

Boulevard; and 14th Street east of Long Beach Boulevard. Roadway amendments will be processed as the time of individual roadway character change projects

Therefore, the Proposed Project would not result in any new or substantially greater impacts related to land use and planning. In fact, the Proposed Project would result in a beneficial impact as it would remove the current inconsistencies between the Midtown Specific Plan zoning and current General Plan land use designations of the Project Area.

**Mineral Resources.** No mineral resources were identified for the Project Area in the 2016 Certified EIR. This fact remains unchanged for the Proposed Project. No new impacts or substantially greater impacts related to mineral resources would occur.

**Noise.** The Proposed Project would not increase the development assumptions analyzed for the Project Area in the 2016 Certified EIR. Therefore, there would be no increase in square footage, population, or vehicle trips that would result in an increase in construction or operational-related noise impacts compared to the Approved Project. Mitigation Measures N-1 through N-5 would apply to the Proposed Project. Therefore, no new or substantially greater impacts related to noise would occur.

**Population and Housing.** Project implementation would not result in the generation of additional housing or population, nor the additional removal of existing housing or population. Residential development and increase in population that would occur within the Project Area (as accommodated by the Midtown Specific Plan) was already considered and analyzed in the 2016 Certified EIR. Therefore, any increase in housing and population for the Project Area has already been accounted for in the 2016 Certified EIR. No new or substantially greater impacts than related to population and housing would occur.

**Public Services.** Implementation of the Proposed Project would not result in impacts to or need for additional public services, including fire, police, school, and library. While the Proposed Project involves development and a change in land use designations for the Project Area, its impacts to public services were already considered and analyzed in the 2016 Certified EIR. Therefore, the impacts to public services as a result of actual development permitted within the Project Area have already been accounted for in the 2016 Certified EIR. The demand for public services would not change under the Proposed Project, and no new or substantially greater impacts related to public services would occur.

**Recreation.** Impacts to recreational facilities and services were already considered and analyzed in the 2016 Certified EIR. The Proposed Project would not increase the need for additional recreational resources. Therefore, the impacts to recreational facilities and services as a result of actual development permitted within the Project Area have already been accounted for in the 2016 Certified EIR. The demand for recreational facilities and services would not change under the Proposed Project, and no new or substantially greater impacts related to recreation would occur.

**Transportation and Traffic.** As stated previously, the Proposed Project would not generate additional traffic (vehicular, pedestrian, or bicycle) compared to the Adopted Project and building assumptions used in the 2016 Certified EIR. Development that would occur within the Project Area is and its impacts to

## 2. Environmental Findings

transportation and traffic were already analyzed and mitigated for in the 2016 Certified EIR. Development is required to comply with Mitigation Measures TRAF-1 and TRAF-2.

TRAF-1 requires preparation of a site-specific traffic study as part of the subsequent review for development projects. The *Site-Specific Traffic Impact Study prepared for the development at 1836-1852 Locust Avenue*, prepared by KOA Corporation (October 2017) determined that the addition of project-related traffic to the adjacent intersection of Long Beach Boulevard and Pacific Coast Highway and Palmer Court and Pacific Coast Highway would not cause any significant impacts. Additionally, the *Traffic Impact Analysis, 1795 Long Beach Boulevard Mixed-Use Development Project, Long Beach, California* prepared by Linscott, Law & Greenspan Engineers (June 27, 2017) determined that the addition of project-related traffic would not significantly impact surrounding area intersections. Specifically, no significant impact would occur at: 1) Pacific Avenue at PCH, 2) N. Palmer Court at PCH, 3) Long Beach Boulevard at PCH, 4) N. Palmer Court at 16th Street, or 5) Long Beach Boulevard at 16th Street under existing plus project and cumulative year 2020 conditions. Therefore, the proposed project has satisfied the requirements of Mitigation Measure TRAF-1.

No new or substantially greater impacts related to transportation and traffic would occur.

**Utilities and Service Systems.** Implementation of the Proposed Project would not result the need for additional utilities or services systems, including water and wastewater collection and treatment facilities and systems, drainage facilities and systems, and solid waste facilities. The Proposed Project would be required to comply with Mitigation Measures USS-1 and USS-2 of the 2016 Certified EIR. The demand for utilities and service systems would not change under the Proposed Project, and no new or substantially greater impacts related to utilities and service systems would occur.

**Conclusion.** In accordance with the CEQA Guidelines, since none of the conditions specified in Section 15162 are present, the City has determined that an Addendum to the 2016 Certified EIR is the appropriate form of environmental review for the Proposed Project.

### **2. No substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. (14 CCR Section 15162(a)(2))**

Approval of the Proposed Project would not require major revisions to the 2016 Certified EIR because no substantial changes have occurred with respect to the circumstances under which the Approved Project was undertaken. Existing conditions of the Project Area have not changed since adoption of the Approved Project and certification of the 2016 Certified EIR. The revisions under the Proposed Project would not result in any physical changes to the environment that would cause new significant effects or increase the severity of previously identified impacts.

Although a statement of overriding considerations was made in conjunction with the 2016 Certified EIR, substantial changes in the circumstances under which the project was undertaken have not occurred since the Approved Project was adopted on June 24, 2016. No substantial increases in the severity of impacts would

## 2. Environmental Findings

occur. Therefore, the Proposed Project would not have new significant environmental effects or substantially increase the severity of previously identified significant effects due to changes in circumstances.

**3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:**

**a. The project will not have one or more significant effects not discussed in the previous EIR. (14 CCR Section 15162(a)(3)(A))**

No new information has been introduced that would increase the severity of the identified cumulative impacts or cause new significant effects not discussed in the 2016 Certified EIR. The change in land use designations under the Proposed Project is not considered new information of substantial importance that was not previously known. The Proposed Project would not increase previously identified impacts or result in new areas of development or other changes to the physical environment outside the original project area.

**b. Significant effects previously examined will not be substantially more severe than shown in the previous EIR. (14 CCR Section 15162(a)(3)(B))**

No new information has been introduced that would increase the severity of impacts discussed in the 2016 Certified EIR. The Proposed Project does not propose nor allow new development or other changes to the physical environment that were not previously analyzed.

**c. No mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative” (14 CCR Section 15162(a)(3)(C))**

The 2016 Certified EIR incorporated all feasible mitigation measures. Since certification of the 2016 Certified EIR, no new, previously unknown information of substantial importance has come to light that would affect the mitigation measures that were adopted or the alternatives that were considered as a part of the decision-making process.

The Proposed Project would not create new significant effects that were not previously analyzed, nor would the magnitude of impacts exceed those found in the 2016 Certified EIR. No new mitigation measures are proposed, and the Mitigation Monitoring and Reporting Program adopted as a part of the 2016 Certified EIR remains adequate to mitigate impacts of the Proposed Project.

The alternatives that were analyzed also remain applicable to the Proposed Project and do not need to be reconsidered; therefore, the Proposed Project does not create new impacts that would require new analysis of project alternatives.

**d. No mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the**

## 2. Environmental Findings

**environment, but the project proponents decline to adopt the mitigation measure or alternative.** (14 CCR Section 15162(a)(3)(D))

No new mitigation measures are required, and the Mitigation Monitoring and Reporting Program adopted as a part of the 2016 Certified EIR remains adequate to mitigate impacts of the Proposed Project. The alternatives that were analyzed also remain applicable and do not need to be reconsidered; the Proposed Project does not create new impacts that would require new analysis of project alternatives.

As substantiated in this document, the Proposed Project does not create new significant impacts that would require the preparation of a subsequent EIR, and an addendum to the 2016 Certified EIR would be appropriate to satisfy CEQA.

### 2.2.2 CEQA Guidelines Section 15164: Addendum to an EIR or Negative Declaration

1. **The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.** (14 CCR Section 15164(a))

This EIR Addendum provides additional information specifically relevant to the changes to the 2016 Certified EIR caused by the Proposed Project. None of the conditions from Section 15162 are present that would require a subsequent EIR.

2. **An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.** (14 CCR Section 15164(b))

The Approved Project was the subject of a full EIR, not a negative declaration; therefore subsection (b) does not apply.

3. **An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.** (14 CCR Section 15164(c))

This EIR Addendum will not be made available for public review, but will be included as part of the staff report for the Long Beach Planning Commission and City Council hearings for the Proposed Project will be considered.

4. **The decision -making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.** (14 CCR Section 15164(d))

The Long Beach City Council will consider the EIR Addendum and 2016 Certified EIR prior to approving the Proposed Project.

## 2. Environmental Findings

5. **A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence. (14 CCR Section 15164(e))**

Pursuant to CEQA Guidelines Section 15164, after an EIR has been certified for a project, if some minor technical changes to the previously certified EIR are necessary, preparation of an Addendum to the EIR is appropriate. Previous analysis of environmental impacts has been conducted for the Approved Project in an Initial Study, a Draft EIR, and a certified Final EIR. As demonstrated in Section 2.2.1, the Proposed Project would not involve new significant environmental effects or a substantial increase in the severity of significant effects already identified in the 2016 Certified EIR. Given this finding, an Addendum to the 2016 Certified EIR is appropriate and has been prepared.

## 2. Environmental Findings

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### 3. Environmental Determination

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Based on the evidence in light of the whole record documented in the certified EIR and cited incorporations:

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 or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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*Signature*

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*Date*

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*Printed Name*

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*For*

### 3. Environmental Determination

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## Attachments

## 4. Mitigation Monitoring and Reporting Program

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### 4.1 PURPOSE

This Mitigation Monitoring and Reporting Program (MMRP) has been developed to provide a vehicle to monitor mitigation measures and conditions of approval outlined in the Final Environmental Impact Report. The MMRP has been prepared in conformance with Section 21081.6 of the Public Resources Code and City of Long Beach monitoring requirements. Section 21081.6 states:

(a) When making the findings required by paragraph (1) of subdivision subsection (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:

(1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

(2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

(b) A public agency shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other public project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.

(c) Prior to the close of the public review period for a draft environmental impact report or mitigated negative declaration, a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the lead agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or refer the lead agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a lead agency by a responsible agency or an agency having jurisdiction over

## Mitigation Monitoring and Reporting Program

natural resources affected by the project shall be limited to measures which mitigate impacts to resources which are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a responsible agency or agency having jurisdiction over natural resources affected by a project with that requirement shall not limit the authority of the responsible agency or agency having jurisdiction over natural resources affected by a project, or the authority of the lead agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

The MMRP will serve to document compliance with adopted/certified mitigation measures that are formulated to minimize impacts associated with future development that would be accommodated by the Midtown Specific Plan.

### 4.2 PROJECT SUMMARY

The project consists of two areas along Long Beach Boulevard totaling 373 acres, generally situated north of Anaheim Street, east of Pacific Avenue, west of Atlantic Avenue, and south of Wardlow Road: 1) the Midtown Specific Plan area spanning approximately 369 acres from Anaheim Street on the south to Wardlow Road on the north and 2) an area outside of, but adjacent to the Midtown Specific Plan boundary, which consist of approximately 4 acres around Officer Black Park (west of Pasadena Avenue between 21st Street and 20th Street). Both of these areas make up the overall Project Site and constitute the Proposed Project for purposes of CEQA, but are described separately below. Also for purposes of CEQA, the Proposed Project analyzed in the DEIR consists of adoption of the Midtown Specific Plan and extraction of the two residential blocks around Officer Black Park from PD-29 and retention of the underlying conventional zoning designations already in place for these two residential blocks.

In addition to development that would occur within these areas of the Project Site, the Proposed Project includes closure of the following roadway segments to vehicular traffic in order to create parklets (small street parks): 25th Street west of Long Beach Boulevard; 25th Street east of Long Beach Boulevard; 23rd Street west of Long Beach Boulevard; 23rd Street east of Long Beach Boulevard; 21st Street west of Long Beach Boulevard; 21st Street east of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach Boulevard; 15th Street west of Long Beach Boulevard; 15th Street east of Long Beach Boulevard; and 14th Street east of Long Beach Boulevard.

#### Midtown Specific Plan Area

The Midtown Specific Plan provides a framework for the development and improvement of a 369-acre corridor along Long Beach Boulevard. The Specific Plan acts as a bridge between the Long Beach General Plan and development that would occur within the Midtown Specific Plan area. The Midtown Specific Plan area currently contains approximately 1,900 residential units and a little over 2.6 million square feet of commercial and employment uses, as well as medical facilities with over 950 licensed hospital beds and three hotels with approximately 200 hotel rooms. The Midtown Specific Plan would increase the number of permitted residential units to just over 3,600 units—approximately 1,700 more than existing conditions but about 2,200 less than would be allowed under the current PD-29 zoning.

## Mitigation Monitoring and Reporting Program

The Midtown Specific Plan would also increase potential commercial and employment building square footage to just over 2.9 million square feet (a net increase of almost 369,000 square feet over existing conditions), concentrating and intensifying development at key transit and employment nodes. The buildout projections also assume a small increase in the number of licensed hospital beds (27 beds) and the addition of a business hotel with up to 81 hotel rooms.

### Area Outside the Midtown Specific Plan

As stated above, the Proposed Project includes an area outside of, but adjacent to the Midtown Specific Plan boundary: the area comprises approximately 4 acres around Officer Black Park, west of Pasadena Avenue between 21st Street and 20th Street. Existing land uses within this area consists of 76 dwelling units and 11,346 square feet associated with the existing church; this area also contains Office Black Park.

Under the Proposed Project, the two residential blocks around Officer Black Park would be extracted from PD 29 and retain its underlying conventional zoning designations, which include Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). The proposed extraction would not require an amendment to the City's zoning map, as the underlying conventional zoning designations are already in place. With the exception of the zoning designation revisions that would be undertaken, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain.

### Overall Development for Proposed Project (Midtown Specific Plan and Area Outside the Midtown Specific Plan)

The overall Project Site contains just under 2,000 residential units and approximately 2.6 million square feet of commercial and employment uses, along with just over 950 licensed hospital beds and almost 200 hotel rooms. The Proposed Project would increase the number of permitted residential units to a little under 3,700 dwelling units—roughly 1,700 more than existing conditions. The Proposed Project also increases potential commercial and employment building square footage to approximately 3 million square feet (a net increase of approximately 369,000 square feet over existing conditions), concentrating and intensifying development at key transit, employment, and freeway nodes. The buildout projections also assume a small increase in the number of licensed hospital beds (27 beds) and the addition of a business hotel with up to 81 hotel rooms. The commercial and employment square footage would be substantially less under the Proposed Project compared to what would be allowed under the current PD-29 and conventional zoning, as would the number of dwelling units.

## 4.3 PROJECT LOCATION

The City of Long Beach is in southern Los Angeles County, approximately 20 miles south of downtown Los Angeles and borders Orange County on its eastern edge. The Project Site (generally situated east of Pacific Avenue, west of Atlantic Avenue, north of Anaheim Street, and south of Wardlow Road) is a corridor along Long Beach Boulevard just north of downtown Long Beach and consists of two areas: the Midtown Specific Plan area and an area outside of, but adjacent to the Midtown Specific Plan. The Midtown Specific Plan area spans approximately 369 acres from Anaheim Street to Wardlow Road along Long Beach Boulevard. The area

## Mitigation Monitoring and Reporting Program

outside the Midtown Specific Plan covers approximately 4 acres around Officer Black Park (west of Pasadena Avenue between 21st Street and 20th Street). Both areas make up the Project Site and together, comprise 373 acres spanning from Anaheim Street to Wardlow Road.

The eastern and western boundaries of the Project Site range from 300 feet at midblock locations to a quarter mile at transit nodes and north of Willow Street. Interstate 405 (I-405) intersects the northern half of the Project Site, and California State Route 1 (SR-1; also known as Pacific Coast Highway) runs perpendicular through the lower half of the Project Site.

### 4.4 MITIGATION MONITORING PROGRAM ORGANIZATION

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the DEIR, specifications are made herein that identify the action required and the monitoring and reporting that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the MMRP. To effectively track and document the status of mitigation measures, a mitigation matrix has been prepared (see Table 1).

## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<b>5.2 AIR QUALITY</b>						
AQ-1 Applicants for new development projects within the Midtown Specific Plan area shall require the construction contractor to use equipment that meets the United States Environmental Protection Agency (EPA)-Certified emissions standards. All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by the California Air Resources Board's regulations.  Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 4 or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Long Beach Building Official or their designee. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.	Prior to and during construction activities	Project Applicant, Engineer and Construction Contractor	Long Beach Development Services Department	Long Beach Development Services Department		
AQ-2 Applicants for new development projects within the Midtown Specific Plan area shall require the construction contractor to prepare a dust control plan and implement the following measures during ground-disturbing activities in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District (SCAQMD) Rule 403 to further reduce PM <sub>10</sub> and PM <sub>2.5</sub> emissions. The City of Long Beach Building Official or their designee shall verify compliance that these measures have been implemented during normal construction site inspections.	During ground-disturbing activities	Project Applicant and Construction Contractor	Long Beach Development Services Department	Long Beach Development Services Department		



## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<ul style="list-style-type: none"> <li>Following all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering.</li> <li>During all construction activities, the construction contractor shall sweep streets with SCAQMD Rule 1186-compliant, PM10-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.</li> <li>During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and tarp materials with a fabric cover or other cover that achieves the same amount of protection.</li> <li>During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day.</li> <li>During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.</li> </ul>						
<p>AQ-3 Applicants for new development projects within the Midtown Specific Plan area shall require the construction contractor to use coatings and solvents with a volatile organic compound (VOC) content lower than required under South Coast Air Quality Management District Rule 1113 (i.e., super compliant paints). The construction contractor shall also use pre-coated/natural-colored building materials, where feasible. Use of low-VOC paints and spray method shall be included as a note on architectural building plans and verified by the City of Long Beach Building Official or their designee during construction.</p>	During construction activities	Project Applicant and Construction Contractor	Long Beach Development Services Department	Long Beach Development Services Department		

## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
AQ-4 Prior to issuance of a building permit for new development projects within the Midtown Specific Plan area, the property owner/developer shall show on the building plans that all major appliances (dishwashers, refrigerators, clothes washers, and dryers) to be provided/installed are Energy Star appliances. Installation of Energy Star appliances shall be verified by the City of Long Beach Building and Safety Bureau prior to issuance of a certificate of occupancy.	Prior to the issuance of building permits	Property Owner/ Developer	Long Beach Development Services Department	Long Beach Development Services Department		
AQ-5 Prior to issuance of building permits for non-residential development projects within the Midtown Specific Plan area, the property owner/developer shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Long Beach Building and Safety Bureau prior to issuance of a certificate of occupancy. <ul style="list-style-type: none"> <li>For buildings with more than ten tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the CALGreen Code.</li> <li>Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code.</li> <li>Facilities shall be installed to support future electric vehicle charging at each non-residential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.</li> </ul>	Prior to the issuance of building permits	Property Owner/ Developer	Long Beach Development Services Department	Long Beach Development Services Department		

## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>AQ-6 Prior to issuance of building permits for development projects within the Midtown Specific Plan area that include sensitive uses (e.g., residential, day care centers), within the distances identified by the California Air Resources Board's (CARB) Air Quality and Land Use Handbook, the property owner/developer shall submit a health risk assessment (HRA) to the City of Long Beach Planning Bureau. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District (SCAQMD).</p> <p>If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05) or the appropriate noncancer hazard index exceeds 1.0, the following is required prior to issuance of building permits:</p> <ul style="list-style-type: none"> <li>• The HRA shall identify the level of high-efficiency Minimum Efficiency Reporting Value (MERV) filter required to reduce indoor air concentrations of pollutants to achieve the cancer and/or noncancer threshold.</li> <li>• Installation of high efficiency MERV filters in the intake of residential ventilation systems consistent with the recommendations of the HRA, shall be shown on plans. Heating, air conditioning, and ventilation (HVAC) systems shall be installed with a fan unit designed to force air through the MERV filter.</li> <li>• To ensure long-term maintenance and replacement of the MERV filters in the individual units, the property owner/developer shall record a covenant on the property that requires ongoing implementation of the actions below. The form of the covenant shall be approved by the Long Beach City Attorney's Office prior to recordation.</li> <li>• The property owner/developer shall provide notification to all future tenants or owners of the potential health risk for affected</li> </ul>	Prior to the issuance of building permits	Property Owner/ Developer	Long Beach Development Services Department	Long Beach Development Services Department		

## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>units and the increased risk of exposure to diesel particulates when windows are open.</p> <ul style="list-style-type: none"> <li>For rental units, the property owner/developer shall maintain and replace MERV filters in accordance with the manufacturer's recommendations.</li> <li>For ownership units, the Homeowner's Association shall incorporate requirements for long-term maintenance in the Covenant Conditions and Restrictions and inform homeowners of their responsibility to maintain the MERV filter in accordance with the manufacturer's recommendations.</li> </ul>						
<b>5.3 CULTURAL RESOURCES</b>						
<p>CUL-1 Future development or redevelopment projects on any of the properties listed in Table 5.3-2 (List of Properties in the Midtown Specific Plan Area Recommended for Future Evaluation) of the Midtown Specific Plan EIR (SCH No. 2015031034) shall require that an intensive-level historical evaluation of the property be conducted by the property owner or project applicant/developer; the evaluation shall be conducted in accordance with all applicable federal, state and local guidelines for evaluating historical resources. If based on the evaluation of the property it is determined that the proposed development or redevelopment project will have a substantial adverse effect on a historical resource (i.e. it would reduce its integrity to the point that it would no longer be eligible for inclusion in the California Register of Historical Resources or in the list of Long Beach Landmarks), then the provisions of Mitigation Measure CUL-2 shall be implemented by the property owner or project applicant/developer to eliminate or reduce the project's impact on historical resources.</p>	<p>Prior to any development or redevelopment activities</p>	<p>Property Owner or Project Applicant/ Developer</p>	<p>Long Beach Development Services Department</p>	<p>Long Beach Development Services Department</p>		

## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>CUL-2 If based on the intensive-level historical evaluation of a property listed in Table 5.3-2 (List of Properties in the Midtown Specific Plan Area Recommended for Future Evaluation) of the Midtown Specific Plan EIR, as required under Mitigation Measure CUL-1, it is determined that the proposed development or redevelopment project will have a substantial adverse effect on a historical resource, the City of Long Beach shall require the property owner or project applicant/developer to implement the following measures:</p> <p><b>A. Rehabilitation According to the Secretary of the Interior’s Standards</b></p> <p>1. If the proposed project includes renovation, alteration, or an addition to an historical resource (not including total demolition), then the property owner or project applicant/developer shall first seek to design all proposed renovation, alterations or additions to the historical resource in a manner that is consistent with the Secretary of the Interior’s Standards for Rehabilitation (Standards) found at: <a href="http://www.nps.gov/tps/standards/rehabilitation/rehab/stand.htm">http://www.nps.gov/tps/standards/rehabilitation/rehab/stand.htm</a>.</p> <p>a. Plans for rehabilitation shall be created under the supervision of a professional meeting the Department of Interior’s Professional Qualifications Standards in Architectural History or Historic Architecture and be designed by a licensed architect with demonstrated historic preservation experience.</p> <p>b. Plans shall be reviewed in the schematic design phase prior to any construction work, as well as in the 60 and 90 percent construction documents phases for compliance with the Standards by a historic preservation professional meeting the Secretary of the Interior’s Professional Qualifications Standards with demonstrated experience with the Standards compliance reviews.</p> <p>c. The qualified historic preservation professional reviewing the plans shall create a technical memo at each phase and</p>	<p>Prior to any disturbance of a historical resource, as determined by the intensive-level historical evaluation of a property</p>	<p>Property Owner or Project Applicant/ Developer</p>	<p>Long Beach Development Services Department</p>	<p>Long Beach Development Services Department</p>		

Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>submit the memo to the City of Long Beach Development Services Department for concurrence.</p> <p>d. At the discretion of the City, a detailed character-defining features analysis and/or historical resource treatment plan may need to be prepared for select historical resources by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards if the nature of the project or the significance of the property warrants such detailed analysis.</p> <p>e. A qualified historic preservation professional shall monitor construction activities at key milestones to ensure the work to be conducted complies with the Standards. The milestones shall be agreed upon in advance by the City and property owner or project applicant/developer.</p> <p>f. City staff and the qualified historic preservation professional shall review the finished rehabilitation/renovation in person upon completion.</p> <p>g. In the event that any historical resource(s) are leased to third-party tenants and tenant improvements will be made, all of the terms of this stipulation shall be disclosed in the lease agreements, agreed upon in writing, and mutually enforced by the property owner or project applicant/developer and the City. The tenants shall not be permitted to conduct work that does not comply with the Standards.</p> <p><b>B. Retention/On-Site Relocation- For Proposed Demolition</b></p> <p>1. If the proposed project includes total demolition of a historical resource, the property owner or project applicant/developer shall first consider an alternative that retains the historical resource and incorporates it into the overall project development as an adaptive re-use of the building, as determined feasible.</p> <p>2. If the project site permits, the historical resource should be relocated to another location on the site and the resource should</p>						

## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>be re-incorporated into the overall project, as determined feasible.</p> <p>3. If the City determines that retention/onsite relocation of the historical resource is not feasible through a credible feasibility study, then the City shall elect to allow the property owner or project applicant/developer to move forward with the development/redevelopment project; however, all other requirements outlined in this mitigation measure shall apply.</p> <p><b>C. Third Party Sale</b></p> <p>1. If the City determines that retention or onsite relocation of the historical resource is not feasible, then the property owner or project applicant/developer shall offer any historical resources scheduled for demolition to the public for sale and offsite relocation by a third party:</p> <p>a. The historic resource(s) shall be advertised by the property owner or project applicant/developer at a minimum in the following locations: project applicant's/developer's website (if applicable); City of Long Beach website; Los Angeles Times website and print editions; Long Beach Press Telegram.</p> <p>b. The bidding period shall remain open for 60 days after the date of advertisement to allow adequate response time from interested parties.</p> <p>c. Qualified parties shall meet the following minimum qualifications to be considered a realistic buyer: possess adequate financial resources to relocate and rehabilitate the historical resource(s); possess an available location for the historical resource(s); and provide for a new use for the historical resource(s).</p> <p>d. The City shall approve the qualified buyer. If no such buyer comes forward within the allotted time frame, the City shall elect to issue a demolition permit for the historical resource.</p>						

Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>However, all other requirements outlined in this mitigation measure shall apply.</p> <p><b>D. Recordation</b></p> <p>1. The property owner or project applicant/developer shall create HABS-like Level II documentation prepared in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. Information on the Standards and Guidelines is available at the following links:  <a href="http://www.nps.gov/history/local-law/arch_stnds_6.htm">http://www.nps.gov/history/local-law/arch_stnds_6.htm</a>.  <a href="http://www.nps.gov/history/hdp/standards/index.htm">http://www.nps.gov/history/hdp/standards/index.htm</a>.</p> <p>a. Photographs with large-format (4 inches by 5 inches or larger), black and white negatives of the property as a whole shall be provided; photocopies with large format negatives of select existing drawings, site plans, or historic views where available. A minimum of 12 views showing context and relationship of historical resources to each other shall be provided; aerial views showing the whole property shall also be provided.</p> <p>b. Written historical descriptive data, index to photographs, and photo key plan shall be provided.</p> <p>c. The above items shall be created by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience in creating HABS Level II documentation.</p> <p>d. The above items shall be created prior to any demolition or relocation work.</p> <p>e. The above items shall be distributed to the following repositories for use by future researchers and educators. Before submitting any documents, each of the following repositories shall be contacted to ensure that they are willing and able to accept the items: City of Long Beach Public Library; Long Beach Historical Society; Los Angeles Public</p>						



## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>Library; South Central Coastal Information Center at California State University, Fullerton; and City of Long Beach Development Services Department (building files).</p> <p><b>E. Salvage and Reuse</b></p> <p>1. If offsite relocation of the historical resource by a third party is not accomplished, the property owner or project applicant/developer shall create a salvage and reuse plan identifying elements and materials of the resource that can be saved prior to any demolition work.</p> <p>a. The salvage and reuse plan shall be included in bid documents prepared for the site and shall be created by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience in creating salvage and reuse plans.</p> <p>b. Elements and materials that may be salvageable include windows; doors; roof tiles; decorative elements; bricks, foundation materials, and/or paving materials; framing members; furniture; lighting; and flooring materials, such as tiles and hardwood.</p> <p>2. The property owner or project applicant/developer shall identify individuals, organizations, or businesses interested in receiving the salvaged items; these may include Habitat for Humanity Restore; other affordable housing organizations; or salvage yards. The following steps shall be taken by the property owner or project applicant/developer:</p> <p>a. Identification of the individuals, organizations, or businesses interested in receiving the salvaged items shall be completed in consultation with the City.</p> <p>b. Identification of the individuals, organizations, or businesses interested in receiving the salvaged items shall be accomplished by contacting potentially interested parties directly first.</p>						

## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>c. Items to be salvaged shall be advertised in the following locations for a period of 60 days if none of the contacted parties are able to receive the items: Los Angeles Times and Long Beach Press Telegram.</p> <p>3. The property owner or project applicant/developer shall remove salvageable items in the gentlest, least destructive manner possible. Historic materials and features shall be protected by storing salvaged items in indoor, climate- and weather-controlled conditions until recipients can retrieve them. The removal of salvageable items shall be performed by a licensed contractor with demonstrated experience with implementing salvage and reuse plans.</p> <p><b>F. Other Optional Interpretive, Commemorative, or Educational Measures</b></p> <p>The City may also elect to require additional (optional) mitigation measures crafted in response to a specific historical resource's property type or significance, association with a specific historic person, or overall value to the community, as practical, so long as the measure is commensurate with the significance of the property and the level of impact to that resource. Such measures may include educational or interpretive programming; signage; incorporation of historical features into new developments or public art; contribution to a mitigation fund for future historic preservation efforts; written histories or contexts important to the public's understanding of the lost resource (presuming no other extant resource can interpret such significance); etc. The need for these additional measures shall be determined by the City on a case by case basis and incorporated into the conditions of approval for the project. Some measures may be made available to the public through museum displays, written reports at research repositories or made available through on- or offsite signage or existing online multi-media sites.</p>						

## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<b>5.6 HAZARDS AND HAZARDOUS MATERIALS</b>						
<p>HAZ-1 Prior to the issuance of demolition permits for any buildings or structures that would be demolished in conjunction with individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant shall conduct the following inspections and assessments for all buildings and structures onsite and shall provide the City of Long Beach Development Services Department with a copy of the report of each investigation or assessment.</p> <ul style="list-style-type: none"> <li>The project applicant shall retain a California Certified Asbestos Consultant (CAC) to perform abatement project planning, monitoring (including air monitoring), oversight, and reporting of all asbestos-containing materials (ACM) encountered. The abatement, containment, and disposal of all ACM shall be conducted in accordance with the South Coast Air Quality Management District's Rule 1403 and California Code of Regulation Title 8, Section 1529 (Asbestos).</li> <li>The project applicant shall retain a licensed or certified lead inspector/assessor to conduct the abatement, containment, and disposal of all lead waste encountered. The contracted lead inspector/assessor shall be certified by the California Department of Public Health (CDPH). All lead abatement shall be performed by a CDPH-certified lead supervisor or a CDPH-certified worker under the direct supervision of a lead supervisor certified by CDPH. The abatement, containment, and disposal of all lead waste encountered shall be conducted in accordance with the US Occupational Safety and Health Administration Rule 29, CFR Part 1926, and California Code of Regulation, Title 8, Section 1532.1 (Lead).</li> <li>Evidence of the contracted professionals attained by the project applicant shall be provided to the City of Long Beach Development</li> </ul>	Prior to the issuance of demolition permits	Project Applicant/ Developer	Long Beach Development Services Department	Long Beach Development Services Department		

Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
Services Department. Additionally, contractors performing ACM and lead waste removal shall provide evidence of abatement activities to the City of Long Beach Building and Safety Bureau.						
HAZ-2 Prior to the issuance of grading permits for individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant shall submit a Phase I Environmental Site Assessment (ESA) to identify environmental conditions of the development site and determine whether contamination is present. The Phase I ESA shall be prepared by a Registered Professional Engineer and in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527.05, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. If recognized environmental conditions related to soils are identified in the Phase I ESA, the project applicant shall perform soil sampling as a part of a Phase II ESA. If contamination is found at significant levels, the project applicant shall remediate all contaminated soils in accordance with state and local agency requirements (California Department of Toxic Substances Control, Regional Water Quality Control Board, Long Beach Fire Department, etc.). All contaminated soils and/or material encountered shall be disposed of at a regulated site and in accordance with applicable laws and regulations prior to the completion of grading. Prior to the issuance of building permits, a report documenting the completion, results, and any follow-up remediation on the recommendations, if any, shall be provided to the City of Long Beach Development Services Department evidencing that all site remediation activities have been completed.	Prior to the issuance of grading permits	Project Applicant/ Developer	Long Beach Development Services	Long Beach Development Services		

## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
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<b>5.7 HYDROLOGY AND WATER QUALITY</b>						
<p>HYD-1 Prior to the issuance of grading or building permits for any development or redevelopment projects pursuant to the Midtown Specific Plan, the City of Long Beach shall ensure that the following drainage improvements are fully funded for and implemented:</p> <ul style="list-style-type: none"> <li>Any development or redevelopment project that would impact existing storm drain facilities within the Midtown Specific Plan area (public and private) that is less than 24-inches in size shall fully fund upsizing of such facilities to a minimum 24-inch pipe size or greater dependent upon the location and size of the development or redevelopment project. The increase in pipe size will serve to reduce localized flooding.</li> <li>Any development or redevelopment project that would impact the two segments of City of Long Beach's storm drains in Willow Street for which improvements were recommended by the 2005 Master Plan of Drainage Update shall fully fund upsizing of those storm drain segments to 36 inches or other final size as prescribed by City of Long Beach Public Works Department.</li> </ul>	Prior to the issuance of grading or building permits	Long Beach Development Services Department in coordination with Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		
<p>HYD-2 Prior to the issuance of grading or building permits for any development or redevelopment projects pursuant to the Midtown Specific Plan, project applicants/developers of such projects shall prepare a site-specific hydrology and hydraulic study of the onsite and immediate offsite storm drain systems to determine capacity and integrity of the existing systems. The hydrology and hydraulic study shall be submitted to City of Long Beach Public Works Department for review and approval.</p>	Prior to the issuance of grading or building permits	Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		

## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
HYD-3 The project applicant/developer of each development or redevelopment project that would be accommodated by the Midtown Specific Plan shall request the “allowable discharge rate” – which limits peak flow discharges as compared to existing conditions based on regional flood control constraints – from the Los Angeles County Department of Public Works, and shall comply with such discharge rate. Compliance with the “allowable discharge rate” shall be demonstrated in the hydrology and hydraulic study to be completed pursuant to Mitigation Measure HYD-2.	Prior to the issuance of grading or building permits	Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		
HYD-4 The project applicant/developer, architect, and construction contractor for each development or redevelopment project that would be accommodated by the Midtown Specific Plan shall incorporate low-impact development (LID) best management practices (BMPs) within the respective project, providing for water quality treatment and runoff reduction and/or detention in accordance with local stormwater permit requirements.	Prior to the issuance of grading or building permits	Project Applicant/ Developer, Architect, and Construction Contractor	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		
<b>5.8 LAND USE AND PLANNING</b>						
LU-1 If the current General Plan Land Use Element update being undertaken by the City of Long Beach, which includes revisions to the land use designations of the current Land Use Map (including the area covered by the Midtown Specific Plan), is not adopted within 12 months after adoption of the Midtown Specific Plan, the City shall initiate a General Plan Amendment to achieve consistency between the General Plan Land Use Element and the Midtown Specific Plan. Specifically, the General Plan Amendment shall require an update to the current Land Use Map in order to change the current General Plan land use designations of the Midtown Specific Plan area to allow for uses and densities set forth in the Midtown Specific Plan.  A future General Plan Amendment may also require revisions to tables and exhibits in the Mobility Element pertaining to roadway classifications and closures associated with the Midtown Specific Plan. The specific roadway closures under the Midtown Specific Plan	Within 12 months after adoption of the Midtown Specific Plan	Long Beach Development Services Department	Long Beach Development Services Department	Long Beach Development Services Department		

## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
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include 25th Street, 23rd Street, 21st Street, and 15th Street east and west of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach Boulevard; and 14th Street east of Long Beach Boulevard. Roadway amendments will be processed as the time of individual roadway character change projects.						
<b>5.9 NOISE</b>						
N-1 Prior to issuance of demolition, grading and/or building permits for development projects accommodated by the Midtown Specific Plan, a note shall be provided on development plans indicating that ongoing during grading, demolition, and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise: <ul style="list-style-type: none"> <li>• Construction activity is limited to the daytime hours between 7 AM to 7 PM on Monday through Friday and 9 AM to 6PM on Saturday, as prescribed in the City's Municipal Code. Construction is prohibited on Sundays.</li> <li>• All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers.</li> <li>• Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.</li> <li>• Stockpiling is located as far as feasible from nearby noise-sensitive receptors.</li> <li>• Construction traffic shall be limited to the haul routes established by the City of Long Beach.</li> </ul>	Prior to the issuance of demolition, grading and/or building permits	Project Applicant/ Developer and Architect	Long Beach Development Services Department	Long Beach Development Services Department		
N-2 Prior to issuance of a building permit for any development project requiring pile driving or blasting during construction, the project applicant/developer shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. The maximum levels shall not exceed 0.2 inches/second, which is the level that can cause architectural damage	Prior to the issuance of building permits	Project Applicant/ Developer	Long Beach Development Services Department	Long Beach Development Services Department		

## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
for typical residential construction. If maximum levels would exceed these thresholds, alternative uses such static rollers, non-explosive blasting, and drilling piles as opposed to pile driving shall be used.						
N-3 Prior to the issuance of building permits for development projects accommodated by the Midtown Specific Plan, if proposed vibration-sensitive land uses are located within 200 feet of any railroad line, the property owner/developer shall retain an acoustical engineer to conduct an acoustic analysis that includes a vibration analysis for potential impacts from vibration generated by operation of the rail line. Mixed-use buildings shall be designed to eliminate vibration amplifications due to resonances of floors, walls, and ceilings. The detailed acoustical analysis shall be submitted to the City of Long Beach Development Services Department prior to issuance of building permits and shall demonstrate that the vibration levels would be below 65, 72, or 75 VdB, which are the Federal Transit Administration's rail-focused groundborne vibration criteria for Category 1, 2, and 3 land uses, respectively. Category 1 uses are buildings where vibration would interfere with interior operations; Category 2 uses are residences and buildings where people normally sleep; and Category 3 uses are institutional land uses with primarily daytime use.	Prior to the issuance of building permits	Property Owner/ Developer and Acoustical Engineer	Long Beach Development Services Department	Long Beach Development Services Department		
N-4 Prior to issuance of a building permit for projects involving the development of new industrial uses within 200 feet of any existing residential use or Development District 3 of the Midtown Specific Plan, the property owner/developer shall retain an acoustical engineer to conduct an acoustic analysis that includes a vibration analysis for potential impacts from vibration generated by industrial activities. The detailed acoustical analysis shall be submitted to the City of Long Beach Development Services Department and shall demonstrate that the vibration levels to any nearby residential use would be below 78 VdB during the daytime (7 AM to 10 PM) and 72 VdB during the nighttime (10 PM to 7 AM), which are the Federal Transit Administration's daytime and nighttime criteria to regulate general vibration impacts at affected residential uses.	Prior to the issuance of building permits	Property Owner/ Developer and Acoustical Engineer	Long Beach Development Services Department	Long Beach Development Services Department		



## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
N-5 Prior to issuance of a building permit for residential development projects accommodated by the Midtown Specific Plan, the project applicant/developer shall submit a final acoustical report prepared to the satisfaction of the City of Long Beach Development Services Department. The report shall demonstrate that the residential development will be sound-attenuated against present and projected noise levels, including roadway, railway, aircraft, helicopter, and stationary sources (e.g., industrial, commercial, etc.) to meet City interior standards. Specifically, the report shall demonstrate that the proposed residential design will result in compliance with the 45 dBA CNEL interior noise levels, as required by the California Building Code and California Noise Insulation Standards (Title 24 and 25 of the California Code of Regulations). The project applicant/developer shall submit the final acoustical report to the City of Long Beach Development Services Department for review and approval. Upon approval by the City, the project's acoustical design features shall be incorporated into construction of the proposed development project.	Prior to the issuance of building permits	Project Applicant/ Developer	Long Beach Development Services Department	Long Beach Development Services Department		
<b>5.13 TRANSPORTATION AND TRAFFIC</b>						
TRAF-1 As part of the subsequent environmental review for development projects that would be accommodated by the Midtown Specific Plan, a site-specific traffic study shall be prepared by the project applicant/developer to evaluate the project's potential traffic and transportation impacts and to identify specific improvements, as deemed necessary, to provide safe and efficient onsite circulation and access to the Midtown Specific Plan area.	As part of the subsequent environmental review for development projects	Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		
TRAF -2 Prior to the issuance of occupancy permits for development projects that would be accommodated by the Midtown Specific Plan, project applicants/developers shall make fair-share payments to the City of Long Beach toward construction of the traffic improvements listed below. The following traffic improvements and facilities are necessary to mitigate impacts of the Midtown Specific Plan and shall be included in the fee mechanism(s) to be determined by the City of Long Beach:	Prior to the issuance of occupancy permits	Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		

## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
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<p><b>Existing (2014) With Project Improvements</b></p> <ul style="list-style-type: none"> <li>• <b>Atlantic Avenue and Spring Street:</b> Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. The intersection is currently built out to capacity and would require right-of-way acquisition by the City of Long Beach.</li> </ul> <p><b>Cumulative Year (2035) With Project Improvements</b></p> <ul style="list-style-type: none"> <li>• <b>Long Beach Boulevard and Spring Street:</b> Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 74-foot cross section of Long Beach Boulevard, this improvement could be completed with restriping of the approach.</li> <li>• <b>Pacific Avenue and Willow Street:</b> Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 74-foot cross section of Pacific Avenue, this improvement could be completed with restriping of the approach.</li> <li>• <b>Atlantic Avenue and Willow Street:</b> Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 50-foot cross section of Atlantic Avenue, this improvement could be completed with restriping of the approach.</li> <li>• <b>Atlantic Avenue and Spring Street:</b> Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Implementation of this improvement also requires improving the southbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane.</li> <li>• <b>Atlantic Avenue and 27th Street:</b> Construct a traffic signal at the intersection.</li> </ul>						

## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring and Reporting Requirements**

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
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<b>5.14 UTILITIES AND SERVICE SYSTEMS</b>						
<p>USS-1 Prior to the issuance of grading permits for individual development projects that would occur within the Midtown Specific Plan area and in lieu of implementing the sewer line replacement and upsizing improvements outlined in the Infrastructure Technical Report for Hydrology, Sewer, Water, and Water Quality prepared by Fuscoe Engineering (dated July 1, 2015), the project applicant/developer shall submit a site-specific sewer flow monitoring study to provide a more detailed analysis of the true sewer flow depths over time to determine if the potential for surcharge conditions would occur due to project development. The sewer flow monitoring study may indicate that there is sufficient capacity for the sewer lines identified in the Infrastructure Technical Report, as well indicate that they are above the design criteria (&gt;0.75 d/D); and thereby, conclude that the replacement and upsizing improvements are not necessary. The sewer flow monitoring study shall be submitted to the City of Long Beach Development Services Department for review and approval.</p>	Prior to the issuance of grading permits	Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		
<p>USS-2 Prior to the issuance of grading permits for individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant/developer shall provide evidence to the City of Long Beach Development Services Department that that the development project has been reviewed by the County Sanitation Districts of Los Angeles County (Sanitation Districts) and that a "Will Serve" letter has been issued by the Sanitation Districts. The "Will Serve" letter process is necessary in order to determine whether or not sufficient trunk sewer capacity exists to serve each development project and if the Sanitation Districts facilities will be affected by the development project.</p>	Prior to the issuance of grading permits	Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		

## WESTMONT VISTA

# Notice of Exemption

**To:**

Office of Planning and Research  
P.O. Box 3044  
Sacramento, CA 95812-3044

County Clerk  
County of: Los Angeles, Environmental Filings  
12400 E. Imperial Hwy., #1201  
Norwalk, CA 90650

**From:**

Public Agency: LA County Regional Planning  
320 W. Temple Street, 13<sup>th</sup> Floor  
Los Angeles, CA 90012

2017 025399



FILED  
Jan 31 2017

Dean C. Logan, Registrar-Recorder/County Clerk

Electronically signed by EVELYN VALADEZ

THIS NOTICE WAS POSTED

ON January 31 2017

UNTIL March 02 2017

REGISTRAR - RECORDER/COUNTY CLERK

Project Title: 2016-000201-(2)

Project Applicant: Westmont Vista, L.P.

Project Location - Specific:

1763 W. Imperial Highway (APN 6077-011-040)

Project Location - City: West Athens- Westmont Project Location - County: Los Angeles County

Description of Nature, Purpose and Beneficiaries of Project:

CUP for the construction of an apartment building in the C-2 Zone. A concurrent administrative housing permit for the authorization of a 50% density bonus to increase units allowed from 26 to 39 and a modification in the maximum height allowed from 35 to 45 feet. 100% of the units will be dedicated to affordable housing with one set aside for the property manager.

Name of Public Agency Approving Project: Los Angeles County Department of Regional Planning

Name of Person or Agency Carrying Out Project: Abode Communities

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: \_\_\_\_\_
- Statutory Exemptions. State code number: \_\_\_\_\_
- Exemptions for Agricultural Housing, Affordable Housing, and Residential Infill Projects. State type and section number: 21159.3 - Exemption for Affordable Housing

Reasons why project is exempt:

The project is a 100% affordable housing project that satisfies the criteria described in sections 21159.21 and 21159.23. See item 17 of the approved Findings.

Lead Agency

Contact Person: Shaun Temple Area Code/Telephone/Extension: (213) 974-6462

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project?  Yes  No

Signature: Shaun Temple Date: 1/11/16 Title: Senior Regional Planning Asst.

Signed by Lead Agency

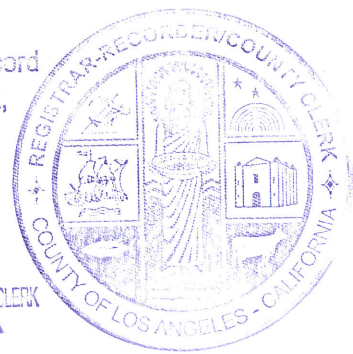
Signed by Applicant

Date Received for filing at OPR: \_\_\_\_\_

This is a true and certified copy of the record  
if it bears the seal, imprinted in purple ink,  
of the Registrar-Recorder/County Clerk

JAN 31 2017

*Deane L. Linn* REGISTRAR-RECORDER/COUNTY CLERK  
LOS ANGELES COUNTY, CALIFORNIA



**WHITTIER PLACE APARTMENTS, PHASE II**

**FINDINGS OF THE REGIONAL PLANNING COMMISSION  
AND ORDER  
COUNTY OF LOS ANGELES  
PROJECT NO. R2014-02998-(1)  
CONDITIONAL USE PERMIT NO. 201500007  
HOUSING PERMIT NO. 201500001  
ENVIRONMENTAL ASSESSMENT NO. 201500013**

1. The Los Angeles County ("County") Regional Planning Commission ("Commission") conducted a duly-noticed public hearing on June 28, 2017, in the matter of Project No. R2014-02998-(1), consisting of Conditional Use Permit No. 201500007 ("CUP"), and Housing Permit No. 201500001 ("Housing Permit"). The Conditional Use Permit and Housing Permit are referred to collectively as the "Project Permits."
2. The permittee, East Los Angeles Community Corporation ("permittee"), requests the Project Permits to authorize the construction, operation and maintenance of a three-story, 33,271 sq. ft., 34-unit affordable housing apartment complex (33 restricted for very low income residents and one non-restricted manager's unit). The apartment building will consist of 13 studios, 20 one-bedroom units, one two-bedroom unit, a community room, management office, laundry room, fitness room, computer room and interior courtyard. The ground-level, surface parking lot will consist of 29 parking spaces. Offices will also be provided on-site for case managers.
3. The target resident population for the proposed housing development includes single working mothers, and foster children transitioning from a foster family program. Both of these target populations typically rely on public transportation and few own cars. However, the proposed housing development will accommodate a total of 29 parking spaces via a ground-level, surface parking lot.
4. The Project Site was created as a part of the Stephenson Avenue Tract for commercial/industrial uses. A mixture of automotive and commercial uses have existed on the site for more than 60 years.
5. The Project Site is located at 4101 - 4117 Whittier Boulevard in the unincorporated community of East Los Angeles ("Project Site").
6. The CUP is a request to authorize the apartment complex in the C-3 (General Commercial) Zone pursuant to Los Angeles County Code ("County Code") Section 22.28.210.
7. The Administrative Housing Permit for Affordable Housing Set-Asides allowing a greater density bonus per Section 22.52.1880 with one incentive per Section 22.52.1840 C.
8. **Incentives:**
  - a) Density Bonus



- Base Density = units (0.50(acre) x 30 (units per acre))
- Density Bonus = (19 additional units/15 units) = 127% (126.6 rounded up)
- Total Density = 15 + 19 = 34 units

- b) Off-Menu Incentive to allow compact parking associated with a parking lot servicing a residential development.
9. The Project Site is 0.50 acre in size and consists of five lots. The Project Site is L shaped with relatively flat topography and is developed with an auto repair shop, single story commercial building, and a warehouse retail building, which will be demolished to construct the apartment complex.
10. The Project Site is located in the Eastside Unit No. 1 Zoned District and is currently zoned C-3 within the East Los Angeles Community Standards District (CSD).
11. The Project Site is located within the CC (Community Commercial) land use category of the East Los Angeles Community Plan.
12. Surrounding Zoning within a 500-foot radius includes:
- North: R-3 (Limited Density Multiple Residence)
  - South: C-3 and R-3
  - East: C-3
  - West: C-3
13. Surrounding land uses within a 500-foot radius include:
- North: Multi-Family Residential and Apartment Units
  - South: Commercial, Multi-Family Residential and Apartment Units
  - East: Vacant and Commercial
  - West: Commercial, Office and Medical Office
14. The site plan for the Project depicts the 0.5 acre parcel developed with a three-story, 33,271 sq. ft., 34-unit apartment complex, located on the north side of Whittier Blvd at the corner of Record Avenue and Whittier Blvd. The property has two street frontages, 42 feet along Record Avenue and 199 feet along Whittier Blvd. The rear property line abuts an alley with 100 feet of frontage. The site plan also depicts a ground-level, surface parking lot consisting of 29 parking spaces. Amenities of the proposed development include a 4,287 square foot central courtyard, a community room and computer center. Offices will also be provided on-site for case managers.
15. The Project Site is accessible via Whittier Boulevard. Ingress and egress are provided via one driveway along Whittier Boulevard. Primary pedestrian access is also from Whittier Boulevard.

16. The Project Site will provide a total of 29 parking spaces. All are uncovered. Section 22.52.1180 governing parking requirements for residential uses, does not allow compact size spaces for apartment houses and requires at least one standard size guest parking space for every four dwelling units. In this case, 8 guest parking spaces would be required. The Applicant is requesting an "off-menu" incentive to allow zero guest parking spaces and to permit nine of the total provided parking spaces to be compact spaces. Section 22.56.2660 of the County Code states, in granting a housing permit, the director or commission shall prescribe the height limit, stories, yards, maximum lot coverage, gross structural area, parking, and other development standards for the use approved.
17. The Project is a qualified affordable housing project with 100 percent affordable housing set-asides for very low income households. The Administrative Housing Permit for Affordable Housing Set-Asides allows a greater density bonus per Section 22.52.1880 with one On-Menu Incentive per Section 22.52.1840B and two Off-Menu Incentives per Section 22.52.1840C.
18. On May 31, 2017, prior to the Commission's public hearing on the Project, the permittee held a community meeting with area residents and property owners to discuss the proposed project.
19. Based on a letter from the County of Los Angeles Department of Public Works, dated May 31, 2017, Public Works recommends that the conditions shown, with the exception of condition 2.1, in the attached letter, be applied to this project if ultimately approved by the advisory agency. A new street light is not necessary as part of this project.
20. Based on a letter from the County of Los Angeles Fire Department, dated January 17, 2017, the department recommends clearance of this project to proceed to public hearing as presently submitted with the conditions of approval, in the attached letter.
21. Based on a letter from the County of Los Angeles Department of Public Health, dated March 3, 2015, Public Health recommend approval of this CUP.
22. Based on a letter from the California Water Service, dated September 13, 2016, as a regulated utility, California Water Service Company East Los Angeles District has an obligation to provide water service in accordance with the rules and regulations of the California Public Utility Commission (CPUC). Assuming all required permits are obtained from Los Angeles County, Cal Water will provide water service to the Project.
23. The Project qualifies for the Affordable Housing Exemption under Section 15194. To qualify for the Affordable Housing Exemption under Section 15194 a housing project must meet all of the threshold criteria in section 15192:
  - The project is consistent with the applicable general plan, including any mitigation measures required by the plan, as it existed on the date that the

application for the Project pursuant to Section 65943 of the Government Code was deemed complete.

The general plan encourages infill development in urban and suburban areas on vacant, underutilized sites, encourages transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas, encourages a mix of residential land use designations and development regulations that accommodate various densities, building types and styles, and supports the distribution of affordable housing, shelters, and transitional housing in geographically diverse locations throughout the unincorporated areas, where appropriate support services and facilities are available in close proximity.

- The project is consistent with the applicable zoning ordinance, as that zoning ordinance existed on the date that the application for the Project pursuant to Section 65943 of the Government Code was deemed complete.

The County Code, permits an apartment house in the C-3 Zone, provided a conditional use permit has been obtained.

- Community level environmental review has been adopted or certified.

The Environmental Impact Report for the General Plan 2035 was adopted in October, 2015.

- The project site is served by utilities/applicant must agree to pay development fees.

Public utilities are in place on the Project Site and currently serving neighboring properties. The California Water Service will provide water service.

- The site of the project:

Does not contain wetland, does not have value as ecological community, does not harm protected species.

Does not have any value as an ecological community upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection.

Does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.) or by the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code.

Does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.

The Project Site is located in a completely built out, urbanized area. A mixture of automotive and commercial uses have existed on the site for more than 60 years.

- The project site is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of Government Code.

Staff reviewed the California Department of Toxic Substances Control EnviroStor list (which is a data resource that provides information regarding the facilities or sites identified as meeting the "Cortese List" requirements) on June 14, 2017 and determined the Project Site is not included on the list.

- The project site is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure to future occupants to significant health hazards from any nearby property or activity. In addition, the following steps have been taken in response to the results of this assessment:

If a release of a hazardous substance is found to exist on site, the release shall be removed, or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.

If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.

A Phase I Environmental Review, dated October 20, 2016, was prepared by Pacific Environmental Company (PEC), a registered environmental assessor. The assessment found the following American Society for Testing and Materials (ASTM) environmental issues associated with the site:

- 1) Asbestos-containing materials (ACM) were identified at the property. While the presence of ACM does not represent a recognized environmental condition (REC), Pacific Environmental recommends that all future renovation, demolition, construction or abatement activities with the potential for disturbing the identified ACM, be performed by properly trained and qualified personnel. These activities should employ state-of-the-art techniques, and be conducted in accordance with all applicable local, State and Federal laws and regulations.

- 2) Lead-based paints (LBPs) were identified at the property. While the presence of LBP does not represent REC, PEC recommends that all defective LBP be stabilized at the site prior to demolition in accordance with all applicable local, state and federal laws and regulations.

A condition of approval of CUP 201500007 shall require mitigation of both of these issues to a level of insignificance, prior to construction.

- The project does not have a significant effect on historical resources pursuant to Section 21084.1 of the Public Resources Code.

The Project Site is completely built out. There are no known historical resources on site. Previous development would have disturbed any resources that might have ever existed on the Project Site.

- The project site is not subject to wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.

Based on the review of the California Department of Forestry and Fire Protection, County of Los Angeles Fire Department Incorporated FHSZ City of Los Angeles Map, the Project Site is not located within a Very High Fire Hazard Severity Zone.

- The project site does not have an unusually high risk of fire or explosion from materials stored or used on nearby properties.

No major hazardous materials, pressurized tanks or waste will be routinely used, stored, handled or released on the Project Site. Facility maintenance activities for the Project are likely to utilize hazardous materials in limited quantities, such as paints, thinners, cleaning solvents, fertilizers and pesticides. These materials would be stored on-site in a maintenance room.

- The project site does not present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.

The proposed Project is residential and does not pose a risk to public health that would exceed the standards established. Based on a letter from the County of Los Angeles Department of Public Health, date March 3, 2015, no significant noise impacts are anticipated from operation activity with adherence to Title 12 noise ordinance.

- Either the project is not within a delineated earthquake fault zone or seismic hazard zone, as determined pursuant to Section 2622 and 2696 of the Public

Resources Code respectively, or the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake or seismic hazard.

Based on the review of the State of California, Department of Conservation Alquist-Priolo Earthquake Fault Zone Map and the California Geological Survey, Probabilistic Seismic Hazards Mapping Ground Motion Page, the project is not located within an Earthquake Fault Zone, or a Seismic Hazard Zone.

- Either the project does not present a landslide hazard, flood plain, flood way, or restriction zone, or the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.

The Project Site is not located in a Landslide Zone.

- The project is not located on developed open space.

The property has been completely developed and built out.

- The project is not within the boundaries of a state conservancy.

The property is located within an urbanized area.

- The project has not been divided into smaller projects to qualify for one or more of the exemptions set forth in 15193 to 15195 (Agricultural Housing, Affordable Housing, and Residential Infill Exemptions)

The Project proposes one project, the affordable housing apartment complex.

#### **15194. AFFORDABLE HOUSING EXEMPTION**

CEQA does not apply to any development project that meets the following criteria:

- The project meets the threshold criteria in 15192  
The threshold has been met (see above).
- The project meets the following size criteria: the project site is not more than 5 acres in area.  
The Project Site is 0.5 acre.
- The project meets both of the following requirements regarding location:  
The project meets one of the following location following requirements regarding population density:

- The Project Site is located within an urbanized area or within a census-defined place with a population density of at least 5,000 persons per square mile.

The Project is located within an urbanized area

- The project meets one of the following site-specific location requirements:
- The project site has been previously developed for qualified urban uses.

The Project Site has consisted of a mixture of automotive and commercial uses for more than 60 years.

- The project meets both of the following requirements regarding housing provision of affordable housing:
- The project consists of the construction of 100 or fewer units that are affordable to low-income households.

The Project will provide 33 very-low income units and one manager's unit.

- The developer will provide sufficient legal commitments to appropriate local agency to ensure continued availability and use of the housing units for lower income households for a period of at least 30 years, at monthly housing costs deemed to be "affordable rent" for lower income, very low income, and extremely low income households, as determined pursuant to Section 50053 of the Health and Safety Code.

The applicant will sign and record a covenant to ensure this.

24. Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the Zoning Code, the community was appropriately notified of the Project's public hearings by mail, newspaper, and property posting.

25. Staff has not received any comments from the public at this time.

26. A duly noticed public hearing was held on June 28, 2017 before the Commission. Commissioners Louie, Moon and Modugno were present. Commissioner Smith was recused and Commissioner Shell was absent. The applicant's representatives, Eric Lieberman and Gilbert Gonzalez presented testimony in favor of the request and answered questions presented by the Commission. Two additional speakers, Better Cordova, an adjacent property owner, and Allyson Savala, representing New Directions for Veterans (a partner providing mental health services for the Project), presented testimony regarding the proposed Project. Ms. Cordova asked questions regarding the effects of shadowing on the residential units adjacent to the Project Site and on-site parking. The applicant's representatives responded to the questions. Staff

from the Department of Public Works indicated Condition 2.1 of the department's letter, dated May 31, 2017, would be waived. There being no further testimony, the Commission recommended the applicant work closely with Ms. Cordova and the residents of the existing residential units, adjacent to the Project Site, as the project develops, closed the public hearing and adopted the recommended changes by staff and agreed to by the applicant.

27. The Commission finds that the Project is located within the CC - Community Commercial land use category of the East Los Angeles Community Plan. This land use category is intended for areas with mostly small businesses in centers or along strips and does not have a specified maximum permitted density for residential uses. Since the Community Commercial land use category does not identify a maximum permitted density for residential uses, the estimated maximum permitted density for this project is based on the prevailing residential land use category of the surrounding neighborhood, which is MD - Medium Density Residential at 30 du/ac. Under the Medium Density land use category, the proposed project would be permitted up to 13 dwelling units on a 0.5 acre property. The request would be a density bonus for 21 additional dwelling units for a total of 34 dwelling units. The proposed project is designated for very-low-income residents earning 50% of the area median income ("AMI"). This is consistent with the provisions of Chapter 22.56, Part 18 of the Zoning Code and the County's adopted General Plan Housing Element, which allows for administrative housing permits to grant a density bonus of more than 50 percent for affordable housing projects. The East Los Angeles Community Plan recognizes the need to establish a density bonus program which allows maximum densities of 50 units per acre for privately and/or publicly sponsored developments for low to medium income and senior citizen housing.
28. The Commission finds that the Project site is located in the C-3 (General Commercial) Zone, within the East Los Angeles Community Standards District. Pursuant to Section 22.28.210 of the Los Angeles County Zoning Code, an apartment house is permitted in the C-3 Zone, provided a conditional use permit has been obtained.
29. The Commission finds the Project meets the bicycle parking requirement pursuant to County Code Section 22.52.1225, 17 long-term and three short-term bicycle parking spaces are required and 17 long-term and four short-term are provided.
30. Pursuant to Section 22.52.1880 of the Zoning Code, under the affordable housing option, the applicant is requesting a greater density bonus than that which is allowed under Section 22.52.1830 A of the County Code.
31. Pursuant to Section 22.56.2640 of the Zoning Code, the monitoring of affordable housing set-aside units shall be administered by the Los Angeles County Community Development Commission (CDC). The CDC shall be responsible for verifying income eligibility, monitoring sales of affordable housing set-aside units to qualified buyers, conducting periodic site inspections and administering the annual



registration/certification of affordable housing set-aside units approved pursuant to this Part 18 for the duration of the required term as specified in Section 22.52.1830.

32. Pursuant to Section 22.56.2660 of the Zoning Code, in granting a housing permit, the director or commission shall prescribe the height limit, stories, yards, maximum lot coverage, gross structural area, parking, and other development standards for the use approved.
33. The Commission finds that the requested use at the location will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, or be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, or jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare. The immediate surrounding area is comprised of properties developed with a mixture of multi-family and commercial uses. The proposed development is consistent with existing uses and continues the land use pattern in a logical and compatible manner. The affordability element of the proposed development plays a major role in contributing to the general welfare of the community. For the past several years the demand for low cost housing has exceeded the limited supply leading to long waiting periods. The 34-unit development will help contribute to the demand for low cost housing and therefore have a positive impact on the surrounding community.
34. The subject site is currently an under-utilized piece of land that brings little value to the community in its current state. The proposed development of multi-family apartments for qualified affordable families will serve to improve the appearance and function of the property thereby helping to enhance property values in the nearby community. Development of the existing unsightly parcel with multi-family residences as proposed will serve to enhance the appearance of the Whittier Boulevard corridor. The location proposed for this development is appropriate with regard to neighborhood compatibility. The proposed development is well organized with appropriate vehicular access.
35. The Commission finds that the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area. The property comfortably accommodates the proposed 34-unit affordable family apartments maintaining compliance with requirements for setbacks, building height, walls fences and open space. The proposed development will be well integrated with surrounding uses by maintaining similar density ratios, on-site parking and architectural features. The development will serve to provide an improved presence at the corner with a landscape setback and architectural elements. Amenities of the proposed development include a 4,287 square-foot central courtyard and other active open space amenities. The main property frontage has good southerly exposure and all elevations are well articulated with architectural features and variations in color to accentuate the visual experience. The proposed site location accommodates the

development design with appropriate elements that integrate with the surrounding community.

36. The Commission finds that the proposed site is adequately served by highways or streets of sufficient width, and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required. The property is located on the north side of Whittier Boulevard, a fully improved secondary highway serving east/west traffic. The site is approximately midway between the two major freeways with Interstate 5 to the south and the 60 to the north. The intersection of Record Avenue and Whittier Boulevard is a non-signal light controlled intersection with stop signs on the north and south approaches to Whittier Boulevard allowing safe vehicular circulation within the community. The subject property is served by Los Angeles County facilities such as sewer and drainage systems. The systems in and around the property are in and functioning with capacity to serve the site. The subject site is located near two metro bus stations, two blocks to the east and one block to the west, providing convenient access to mass transit.
37. The Commission finds that the proposed project at the location proposed has been designed to be complimentary to the surrounding area in terms of land use patterns and design. The north and south side of Whittier Boulevard is developed with a mix of commercial uses, apartments and duplexes. North of the subject site, across the alley the properties are developed with a mix of multi-family uses. Development of the subject site for multi-family apartment uses is in conformity with the established land use pattern of the immediate area. The subject property has two street frontages located on a corner that provides potential for higher visibility and a great potential to add a valuable visual impact to the streetscape. The proposed building has 212 feet for street frontage on Whittier Boulevard southerly exposure providing adequate light and air circulation. All elevations are well articulated with architectural features and variation in color to accentuate the visual experience. With the design elements proposed the development design is complimentary to the surrounding area in terms of land use patterns and design.
38. The Commission finds that the proposed project will assist in satisfying housing needs, and is viable in terms of continuing availability to meet such housing needs. The proposed affordable housing project will deliver 34 affordable units to families with less than 60 percent Area Median Income. Pursuant to the state affordable housing requirements, all of the affordable units will be maintained as restricted units for a minimum of 30 years.
39. The Commission finds that pursuant to sections 22.60.174 and 22.60.175 of the County Code, the community was properly notified of the public hearing by mail, and newspaper [Pasadena Star News and La Opinion], and property posting. Additionally, the Project was noticed and case materials were available on Regional Planning's website and at the El Camino Real Library located in the vicinity of the East Los Angeles community. On April 13, 2017, a total of 411 Notices of Public Hearing were

mailed to all property owners as identified on the County Assessor's record within a 1,000-foot radius from the Project Site, as well as seven notices to those on the courtesy mailing list for the Eastside Unit No. 1 Zoned District and to any additional interested parties.

40. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is at the Los Angeles County Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Zoning Permits East Section, Department of Regional Planning.

**BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION  
CONCLUDES THAT:**

Regarding the Conditional Use Permit:

- A. The proposed use with the attached conditions will be consistent with the adopted General Plan.
- B. The proposed use at the site will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.
- C. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area.
- D. The proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required.

Regarding the Housing Permit:

- E. The proposed use at the site will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.
- F. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features

prescribed in Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area.

- G. The proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required.
- H. The proposed project at the location proposed has been designed to be complimentary to the surrounding area in terms of land use patterns and design.
- I. The proposed project will assist in satisfying housing needs, and is viable in terms of continuing availability to meet such housing needs.

**THEREFORE, THE REGIONAL PLANNING COMMISSION:**

1. Finds that the Project is exempt from the California Environmental Quality Act pursuant to Section 21155.0 of the State CEQA Statute and Guidelines and California Resources Code; and
2. Approves Conditional Use Permit No. 201500007 and Housing Permit No. 201500001, subject to the attached conditions.

**ACTION DATE: JUNE 28, 2017**

**VOTE:**

Concurring: Louie, Moon, Modugno

Dissenting: 0

Abstaining: Smith

Absent: Shell

MM:MRB  
06/28/17

c: Each Commissioner, Zoning Enforcement, Building and Safety

## WILLOWBROOK 2

# Notice of Exemption

**To:**

Office of Planning and Research  
P.O. Box 3044  
Sacramento, CA 95812-3044

County Clerk  
County of: Los Angeles, Business Filings  
12400 E. Imperial Hwy., #1201  
Norwalk, CA 90650

**From:**

Public Agency: LA County Regional Planning  
320 W. Temple Street, 13<sup>th</sup> Floor  
Los Angeles, CA 90012

Project Title: Project No. 2017-005814 ("Willowbrook 2")

Project Applicant: LINC Housing - Michael De La Torre

Project Location - Specific:  
1854 East 118th Street, Los Angeles, CA 90059

Project Location - City: Willowbrook, LA County Project Location - County: Los Angeles County

**Description of Nature, Purpose and Beneficiaries of Project:**

The project is a 128,273 square-foot, mixed-use development located in the MXD Zone, consisting of 100 units of affordable housing with associated automobile and bicycle parking facilities, residential amenities, including indoor and outdoor recreational areas, computer facilities, a communal kitchen, and a fitness center. The proposed project also includes a 5,270-square-foot commercial space on the first floor, which will be used as a child care facility for 88 children.

Name of Public Agency Approving Project: Los Angeles County Department of Regional Planning

Name of Person or Agency Carrying Out Project: Los Angeles County Department of Regional Planning

**Exempt Status: (check one):**

- Ministerial (Sec. 21080(b)(1); 15268);  
 Declared Emergency (Sec. 21080(b)(3); 15269(a));  
 Emergency Project (Sec. 21080(b)(4); 15269(b)(c));  
 Categorical Exemption. State type and section number: \_\_\_\_\_  
 Statutory Exemption. State code number: \_\_\_\_\_  
 Exemptions for Agricultural Housing, Affordable Housing, and Residential Infill Projects. State type and section number: \_\_\_\_\_

**Reasons why project is exempt:**

Ministerial Projects are not subject to CEQA. The Project is therefore exempted from CEQA review.

Lead Agency Greg Mirza-Avakyan Area Code/Telephone/Extension: (213) 974-6462  
Contact Person: \_\_\_\_\_

**If filed by applicant:**

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project?  Yes  No

Signature: Greg Mirza-Avakyan Date: 01/11/2018 Title: Reg. Planning Assistant II

Signed by Lead Agency

Signed by Applicant

Date Received for filing at OPR: \_\_\_\_\_