



**COMMUNITY DEVELOPMENT COMMISSION/
HOUSING AUTHORITY
of the County of Los Angeles**

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Hilda L. Solis
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Commissioners

Monique King-Viehland
Executive Director

July 17, 2018

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

Dear Commissioners:

**APPROVAL OF FUNDING AND ENVIRONMENTAL DOCUMENTATION FOR
SIX MULTIFAMILY AFFORDABLE HOUSING DEVELOPMENTS LOCATED IN THE CITY OF LOS
ANGELES, CITY OF LONG BEACH, CITY OF LANCASTER, AND UNINCORPORATED EAST
LOS ANGELES
(ALL DISTRICTS) (3 VOTE)**

SUBJECT

This letter recommends that your Board approve loans totaling up to \$17,200,572 to fund the development of six affordable multifamily rental housing developments. The allocations recommended in this action are for six projects selected through the Notice of Funding Availability (NOFA) for Affordable Multifamily Rental Housing, Round 23-B, issued by the Community Development Commission (Commission).

IT IS RECOMMENDED THAT THE BOARD:

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) for the Midtown Specific Plan/Las Ventanas 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 (MMRP) 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 attached EIR for the McCadden Campus Senior Housing project, which was prepared by the City of Los Angeles as lead agency; find that the mitigation measures identified in the MMRP are adequate

ADOPTED

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

1-D July 17, 2018

CELIA ZAVALA
ACTING EXECUTIVE OFFICER

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 Initial Study/Mitigated Negative Declaration (IS/MND) for the LAMP Lodge project, which was prepared by the City of Los Angeles as lead agency, find that the mitigation measures identified in the MMRP are adequate to avoid or reduce potential impacts below significant levels; and find that this project 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 determination for the PATH Villas Montclair project, which was prepared by the City of Los Angeles as lead agency; and find that this project 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 determinations for the El Nuevo Amanecer project, which was prepared by the County of Los Angeles Department of Regional Planning 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 IS/MND and Initial Study Addendum for the Kensington II project, which were prepared by the City of Lancaster as lead agency, find that the mitigation measures identified in the MMRP are adequate to avoid or reduce potential impacts below significant levels; 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 \$17,200,572 in County Affordable Housing Funds, for six affordable housing developments identified in Attachment A.

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 \$17,200,572 in County Affordable Housing Funds into the Commission's approved Fiscal Year 2018-2019 budget on an as-needed basis and included in future Fiscal Year budgets accordingly, for the purposes described herein.

10. Authorize the Executive Director, or designee, 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-B, eight projects will be recommended for funding. Six projects are being recommended to your Board 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-B funding.

The six projects seeking approval through this action are multifamily affordable housing developments that will provide a total of 440 new housing units, of which 103 units will be set aside for frequent users of the Department of Health Services (DHS) system, 73 units for chronically homeless households, 31 units for homeless veterans, 25 units for homeless households, 25 units for homeless seniors, 176 units for general low-income families and seniors, and seven units for onsite managers.

Approval is requested to ensure that the housing development projects can meet upcoming deadlines for submitting applications for other leveraged finance sources.

FISCAL IMPACT/FINANCING

The recommended loans to the developers identified in Attachment A will provide a total amount of up to \$17,200,572 in County Affordable Housing Funds. This amount will be incorporated into the Commission's approved Fiscal Year 2018-2019 budget on an as-needed basis and included in future Fiscal Year budgets accordingly.

The loan amounts are identified in Attachment A.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

On January 30, 2018, a total of \$25,000,000 in Affordable Housing Trust Funds was made available for NOFA Round 23-B for affordable housing construction activities. A total of 10 project applications were submitted as a result of NOFA Round 23-B. One project application failed threshold review and was disqualified. Of the remaining nine project applications eligible for funding, there are sufficient funds to finance only eight projects. The nine project applications eligible for funding requested a total of \$31,680,572.

At this time, six projects are being recommended for funding. 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-B 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 \$185 million in additional external funding sources, which is over ten times the amount of NOFA 23-B 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. Income targeting may be as high as 35% AMI with reasonable justification provided by the applicant and approved by the Commission. 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 agreements and all related loan documents.

This letter also recommends that the Executive Director have the authority 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 prepared by the City of Long Beach for the Midtown Specific Plan, which includes the scope of the Las Ventanas 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 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 EIR for the McCadden Campus Senior Housing project prepared by the City of Los Angeles, and determined that the project will have significant unavoidable adverse construction phase noise and vibration impacts. The City of Los Angeles 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 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 IS/MND prepared by the City of Los Angeles for the LAMP Lodge project and determined that this project will not have a significant adverse impact on the environment. The Commission’s consideration of the IS/MND 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 IS/MND and Initial Study Addendum prepared by the City of Lancaster for the Kensington II project and determined that this project will not have a significant adverse impact on the environment. The Commission’s consideration of the IS/MND, Initial Study Addendum and filing of the Notice of Determination satisfy the State CEQA Guidelines as stated in Article 7, Section 15096.

The Path Villas Montclair was 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 this determination satisfies the requirements of CEQA.

The El Nuevo Amanecer project was determined ministerially exempt from the requirements of CEQA by the County of Los Angeles Department of Regional Planning in accordance with CEQA

The Honorable Board of Commissioners

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Guidelines Section 15268. The Commission's consideration of this determination satisfies the requirements of CEQA.

Environmental documentation for the proposed projects is 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.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Monique King-Viehlend", written in a cursive style.

MONIQUE KING-VIEHLAND

Executive Director

MKV:LK:ck

Enclosures

ATTACHMENT A
NOFA 23-B
RECOMMENDED FUNDING ALLOCATIONS

Capital Funds

Sup. Dist.	Jurisdiction	Development/ Applicant	Type of Housing	Total Project Units	County Affordable Housing Funds	Other Funding Resources	Total Development Cost
2	City of Los Angeles	PATH Villas Montclair/ PATH Ventures	Special Needs	46	\$1,516,100	\$25,890,320	\$27,406,420
3	City of Los Angeles	McCadden Campus Senior Housing/ Thomas Safran & Associates	Mixed Population	98	\$1,500,000	\$40,664,313	\$42,164,313
5	City of Lancaster	Kensington II/ InSite Development	Special Needs	51	\$7,000,000	\$9,918,904	\$16,918,904
4	City of Long Beach	Las Ventanas/ AMCAL Multi-Housing, Inc.	Mixed Population	102	\$2,815,772	\$40,567,001	\$43,382,773
1	Unincorporated East Los Angeles	El Nuevo Amanecer/ East LA Community Corporation	Special Needs	61	\$2,840,000	\$30,492,990	\$33,332,990
2	City of Los Angeles	LAMP Lodge/ Meta Housing Corporation	Special Needs	82	\$1,528,700	\$37,227,559	\$38,756,259
Totals				440	\$17,200,572	\$184,761,087	\$201,961,659

ATTACHMENT B
ENVIRONMENTAL DOCUMENTATION

EL NUEVO AMANECER

El Nuevo Amanecer

NOFA Affordable Multifamily Rental Housing
Round 23-B (2017 – 2018)

E. SITE INFORMATION

E.3 CEQA Approvals

The County Dept. of Regional Planning determined this project qualifies for a ministerial exemption from CEQA

(See TCAC Attachment 26)



EAST LA COMMUNITY CORPORATION



ATTACHMENT 26 Approvals Necessary to Begin Construction

Project Name: <u>1st & Rowan Apartments</u>	Housing Type: <u>New Construction</u>
Site Address: <u>3651 East 1st Street</u>	City: <u>Unincorporated Los Angeles County</u>
County: <u>Los Angeles</u>	Number Of Units: <u>61</u>
Census Tract Number: <u>5311.01</u>	APN(s): <u>5232-015-029</u>

Note: Multiple forms may be needed. Each agency with individual responsibility for the items below must complete the particular item(s) under its jurisdiction.

This letter is to confirm that the following public or tribal approvals (except building permits) and all land use environmental clearances for this project are issued or are unnecessary and the expiration dates of all required appeal periods for each item are listed and have expired, or will expire no later than 30 days beyond the application deadline date.

Check All Required Items	Approval Date	Appeal Expiration Date*	X if N/A	If N/A, <u>MUST</u> provide a detailed explanation**
<input type="checkbox"/> CEQA	_____	_____	<input checked="" type="checkbox"/>	Administrative Housing Permit, no CEQA required
<input type="checkbox"/> NEPA*** (see note below)	_____	_____	<input type="checkbox"/>	_____
<input type="checkbox"/> Tribal Land Environmental Review	_____	_____	<input checked="" type="checkbox"/>	Administrative Housing Permit, no CEQA required
<input type="checkbox"/> Toxic Report	_____	_____	<input checked="" type="checkbox"/>	Administrative Housing Permit, no CEQA required
<input type="checkbox"/> Soils Report	_____	_____	<input checked="" type="checkbox"/>	Soils Report not required until building permit stage
<input type="checkbox"/> Coastal Commission Approval	_____	_____	<input checked="" type="checkbox"/>	Not located within Coastal zone
<input type="checkbox"/> Article 34 of State Constitution	_____	_____	<input type="checkbox"/>	_____
<input checked="" type="checkbox"/> Site Plan Review Completed	<u>10/27/16</u>	<u>11/16/16</u>	<input type="checkbox"/>	_____
<input type="checkbox"/> Conditional Use Permit	_____	_____	<input checked="" type="checkbox"/>	Not required
<input type="checkbox"/> Variance Approval	_____	_____	<input checked="" type="checkbox"/>	Not required
<input type="checkbox"/> Other Discretionary Review: _____	_____	_____	<input type="checkbox"/>	_____
<input checked="" type="checkbox"/> Other Requirements: <u>Administrative Housing Permit with off-menu incentives</u>	<u>10/27/16</u>	<u>11/16/16</u>	<input type="checkbox"/>	_____
<input type="checkbox"/> Other Requirements: _____	_____	_____	<input type="checkbox"/>	_____

**A detailed explanation must be provided for each of the above items that have been checked, "N/A." Please attach an extra sheet of paper if unable to fit entire explanation, as this is important for the review process.

☒ *By checking box, the applicant acknowledges responsibility to re-submit Attachment 26, Approvals Necessary to Begin Construction form, due to the appeal period allowed to run up to 30 days beyond the application due date (by July 28, 2017). The applicant is aware that in order to garner these readiness points, the applicant must provide proof/documentation that either no appeals were received, or that any appeals received during that time period were resolved within that 30-day period. The updated/re-submitted Attachment 26 and documentation must be provided within 7 days of the expiration of the 30-day appeal period (by August 4, 2017).

☐ ***By checking box, the local agency is confirming that for the "Approval Date" proof/documentation, the Request for Release of Funds (HUD Form 7015.15) or equivalent is/was submitted to the federal entity by the application due date (by June 28, 2017) – Please attach proof/documentation and for the "Appeal Expiration Date" proof/documentation, the Authority to Use Grant Funds (HUD Form 7015.16) or equivalent is/was issued no later than 30 days beyond the application due date (by July 28, 2017) – Please attach proof/documentation. For projects exempt from NEPA, the appropriate documentation verifying exemption must be attached.

I/We, as the local jurisdiction/agency, certify and guarantee, under penalty of perjury, that each of the above items identified have been met and all appeals have been exhausted or all time limits of those appeals have or will expire no later than 30 days beyond the application deadline date.

Los Angeles County
Department of Regional Planning

213-974-6411

PRINT AGENCY / JURISDICTION NAME

PHONE

Alice Wong

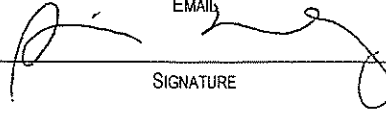
PRINT NAME

Principal Regional Planning Assistant

PRINT TITLE

awong@planning.lacounty.gov

EMAIL



SIGNATURE

6/20/2017

DATE

KENSINGTON II

ADDENDUM TO THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR SITE PLAN REVIEW NO. 17-04 (KENSINGTON CAMPUS)

CEQA Background

The City of Lancaster, as lead agency under the California Environmental Quality Act (CEQA), Public Resources Code Section 21000, et seq., has prepared this Addendum pursuant to CEQA Guidelines §15164 to address the potential environmental impacts of including an additional 51 1-bedroom units on the project site as part of the proposed project (Site Plan Review [SPR] 17-04). This would make the

The City of Lancaster has been working to provide solutions to homelessness within its jurisdiction. The Kensington Campus project (SPR 17-04) is proposed to be developed to assist in this goal. As part of the approval process an Initial Study/Mitigated Negative Declaration (IS/MND) for this project was prepared and the Notice of Determination (NOD) was filed with the County Clerk on January 12, 2018. This IS/MND covered the construction and operation of the proposed project, as described below.

Project Description

The project description in the initial study remains essentially unchanged and the original description is provided below. The project site is located on approximately 15± acres located at the northeast corner of 32nd Street East and Avenue I (APN 3107-012-905).

The original project description stated:

“The proposed project consists of the construction and operation of a campus-like development to provide services and housing necessary to assist homeless individuals and families. The proposed project would consist of the following:

- 51 permanent affordable housing units;
- 100 temporary mini housing units;
- 5 shelters housing 20 people each;
- 4,000 square feet for on-site service providers;
- 4,500 square feet for on-site medical; and
- 18,000 square feet for other services for homeless individuals and families.

The 15-acre development would be designed to mimic a campus setting with a central path connecting the individual buildings. Access to the project site would be provided

from three driveways along 32nd Street West. These driveways would connect to the parking areas located at the northwest portion of the project site. No trucks or cars would be allowed to drive throughout the campus. All vehicles on the site would be “golf-cart” type. The buildings would be a maximum of two stories and the facility would be landscaped with a diverse mix of landscaping types including fruit trees.”

Additional Units/Revisions to Project Description

Subsequent to the preparation of the Initial Study/Mitigated Negative Declaration and the filing of the NOD, the developer identified the potential need to add an additional 51, 1-bedroom units to the proposed project. This would bring the total 1-bedroom units proposed for construction to 102. These units would be located in two buildings at the northwestern/north-central portion of the project site and would match in size, style, and design, with the other buildings containing the 1-bedroom units. This may result in the shifting of building locations and/or the slight reduction in the size of some buildings. However, no additional property would be added to the development.

Purpose of the Addendum

This addendum provides additional evidence for the administrative record and is intended to verify that the development and operation of the project is consistent with the analysis in the Initial Study/Mitigated Negative Declaration prepared for the project. There have been no changes in circumstances or disclosures of new information, as defined by CEQA Guidelines §15162, or any other factors that would require the preparation of a Subsequent or Supplemental Initial Study or the preparation of an Environmental Impact Report for the project.

The City has determined that an Addendum is the appropriate environmental document pursuant to CEQA Guidelines §15164, which provides that:

1. The lead agency or a 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 the preparation of a subsequent EIR has occurred.
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.
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.
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.

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 required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

As discussed herein, the City has determined that none of the following conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR or negative declaration has occurred:

1. No substantial changes are proposed in the project which 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;
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 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
3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the previous EIR was certified as complete 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 shown 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 proponents decline to adopt the mitigation measure or alternative; or
 - d. 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 environment, but the project proponents decline to adopt the mitigation measure or alternative.

As required by CEQA Guidelines Section 15162, the City has evaluated each of these circumstances as set forth below.

City Determinations

The project description for Kensington Campus (SPR 17-04) remains essentially unchanged from the description contained in the Initial Study/Mitigated Negative Declaration. An additional 51 1-bedroom units would be added to the proposed project. These units would be added in two buildings located at the northwestern and north-central portions of the project site. No additional property would need to be added to the development or analyzed in the Initial Study in order to accommodate the modification.

No Change in Circumstances

The circumstances under which the project will take place are not substantially different than those in effect at the time the project was initially analyzed in the Initial Study/Mitigated Negative Declaration. Accordingly, there has been no significant change in circumstances as defined by CEQA Guidelines Section 15162.

No Additionally or Substantially More Severe Impacts

Impacts of the proposed project will be equivalent to those previously analyzed in the Initial Study/Mitigated Negative Declaration because no substantial changes to the project will occur. The proposed project is being revised to include an additional 51, 1-bedroom units. This revision would not result in a more intense use of the project site, change the intent of the proposed project or expand the footprint of the proposed project. The revised project would still result in the disturbance of the 15-acre project site and the creation of a campus-like development to address homelessness. Accordingly, impacts of the project with respect to all resource areas (Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards & Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Mineral Resources, Noise, Population/Housing, Public Services, Recreation, Transportation/Traffic, Tribal Resources, and Utilities/Services Systems) will be substantially the same as those previously analyzed in the Initial Study/Mitigated Negative Declaration.

The mitigation measures identified in the Initial Study/Mitigated Negative Declaration prepared for the project with respect to biological resources, cultural resources, geology/soils (liquefaction/dust control), and noise are still applicable and no new mitigation measures are necessary.

No Additional Mitigation Measures

There are no additional mitigation measures that have been identified.

Circulation of Addendum for Public Review Not Required

Pursuant to CEQA Guidelines Section 15164(c), an addendum need not be circulated for public review.

SUMMARY OF FINDINGS

The City finds that none of the conditions described in Section 15162 of the CEQA Guidelines requiring preparation of a subsequent or supplemental Initial Study/Mitigated Negative Declaration or an EIR have occurred; that preparation of an Addendum is appropriate and that the Addendum is not required to be circulated for public review. More specifically, the City has determined that:

Finding 1:

There are no substantial changes to the project that would require major revisions of the Initial Study/Mitigated Negative Declaration due to new significant environmental effects or a substantial increase in the severity of impacts identified in the Initial Study.

Facts in Support of Finding: The project has not changed substantially from the development assumptions contained in the previously adopted Initial Study/Mitigated Negative Declaration. The addition of 51 1-bedroom units to the overall project is consistent with the development assumptions contained in the Initial Study/Mitigated Negative Declaration. Accordingly, there have been no substantial changes in the circumstances under which the project will be developed resulting in new or more severe significant impacts.

Finding 2: No substantial changes have occurred in the circumstances under which the project is being undertaken that will require major revisions to the previously adopted Initial Study/Mitigated Negative Declaration to disclose new significant environmental effects or that would result in a substantial increase in the severity of the impacts identified in the Initial Study/Mitigated Negative Declaration.

Facts in Support of Finding: The circumstances under which the project will be undertaken are accurately and adequately described in the previously adopted Initial Study/Mitigated Negative Declaration. An additional 51 1-bedroom units would be added to the overall development. These units are identical to the 1-bedroom units assumed in the original project description. No additional property is being added to the project site and no additional ground disturbance or new construction activities that weren't already assumed would occur. As such, the inclusion of these new units does not constitute a change in circumstance such that any additional review is required. This conclusion is supported by the Initial Study/Mitigated Negative Declaration.

Finding 3: There is no additional new information of substantial importance, which was not known at the time of the adoption of the Initial Study/Mitigated Negative Declaration, showing any of the following: 1) the project will have one or more significant effects not discussed in the previous Initial Study/Mitigated Negative Declaration; 2) significant effects previously examined would be substantially more severe; 3) mitigation measures or alternatives to the project 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 4) mitigation measures or alternatives which are considerably different from those analyzed in the previous Initial Study/Mitigated Negative Declaration would substantially reduce one or more

significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Facts in Support of Finding: No new information of substantial importance to the conclusion of the previously adopted Initial Study/Mitigated Negative Declaration has been identified with the analysis of this Addendum. All impacts will be identical to/similar to those analyzed in the Initial Study/Mitigated Negative Declaration. Moreover, there are no additional mitigation measures or alternatives that could be implemented with the project in order to substantially reduce one or more significant impacts discussed in the Initial Study/Mitigated Negative Declaration. No significant impacts are identified pursuant to this Addendum.

Finding 4: The Addendum need not be circulated for public review.

Facts in Support of Finding: Pursuant to CEQA Guidelines Section 15164(c), the Addendum need not be circulated for public review.

CITY OF LANCASTER
INITIAL STUDY

1. Project title and File Number: Kensington Campus Homeless Facility
Site Plan Review No. 17-04
2. Lead agency name and address: City of Lancaster
Development Services Department
Community Development Division
44933 Fern Avenue
Lancaster, California 93534
3. Contact person and phone number: Jocelyn Swain
(661) 723-6100
4. Applicant name and address: Lancaster Housing Authority/Inside Development
44933 Fern Avenue
Lancaster, CA 93534
5. Location: ±15 gross acres located at the northeast corner of 32nd Street West and Avenue I
(3107-012-905)
6. General Plan designation: MR1 (Multi-Family Residential)
7. Zoning: MDR (Moderate Density Residential, 7-15 units per acre)
8. Description of project: The proposed project consists of the construction and operation of a campus-like development to provide services and housing necessary to assist homeless individuals and families. The proposed project would consist of the following:
 - 51 permanent affordable housing units;
 - 100 temporary mini housing units;
 - 5 shelters housing 20 people each;
 - 4,000 square feet for on-site service providers;
 - 4,500 square feet for on-site medical; and
 - 18,000 square feet for other services for homeless individuals and families.

The 15-acre development would be designed to mimic a campus setting with a central path connecting the individual buildings. Access to the project site would be provided from three driveways along 32nd Street West. These driveways would connect to the parking areas located at the northwest portion of the project site. No trucks and cars would be allowed to drive throughout the campus. All vehicles on the site would be “golf-cart” type. The buildings would be a maximum of two stories and the facility would be landscaped with a diverse mix of landscaping types including fruit trees.

9. Surrounding land uses and setting: The area surrounding the project site is predominantly undeveloped with some multi-family residential developments and the rest is open desert. The property

to the east is developed with a State of California Veteran's Home. The property to the north is developed with the Copper Square Apartment Complex. This complex is under construction; however, the portions of the project that have been completed are currently occupied. The property at the northwest corner of 32nd Street West and Avenue I is occupied by a single family residence. The remainder of the property to the west and south (south of Avenue I) consists of undeveloped desert. Avenue I forms the southern boundary of the project site and is fully improved. A residential subdivision exists approximately a quarter mile to the south and a commercial shopping center is located approximately a half mile to the east.

10. Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement.)

Approvals from other public agencies for the proposed project include, but are not limited to, the following:

- Southern California Edison
- Antelope Valley Air Quality Management District

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?

In accordance with Assembly Bill (AB) 52, consultation letters for the proposed project were sent to seven individuals associated with six different tribes (San Manuel Band of Mission Indians, Morongo Band of Mission Indians, San Fernando Band of Mission Indians, Gabrieleno Band of Mission Indians – Kizh Nation, Fernandeno Tataviam Band of Mission Indians, and the Serrano Nation of Mission Indians) identified in the cultural resources report for the project or who have previously requested to be notified. These letters were mailed via certified, return receipt mail on November 28, 2017. These letters included copies of the cultural resources report and an aerial identifying the location of the proposed project. Table 1 identifies the tribes and individuals to whom the letters were addressed and the date that the letters were received.

On December 6, 2017, the City received an email from the San Manuel Band of Mission Indians requesting specific language be included as a condition of approval with respect to the treatment of any cultural resources discovered during construction. This requested language has been included as a mitigation measure under cultural resources. No other responses have been received.

Table 1
Tribal Notifications

Tribe	Person/Title	Date Received
San Manuel Band of Mission Indians	Lee Clauss/Director of Cultural Resources	December 2, 2017
Morongo Band of Mission Indians	Robert Martin/ Chairperson	Delayed in Transit
San Fernando Band of Mission Indians	John Valenzuela/ Chairperson	Available for pickup at post office
Gabrieleno Band of Mission Indians – Kizh Nation	Andrew Salas/ Chairman	December 1, 2017
Fernandeno Tataviam Band of Mission Indians	Kimia Fatehi/Tribal Historic and Cultural Preservation Officer	December 1, 2017
Serrano Nation of Mission Indians	Goldie Walker/Chairperson	December 4, 2017
Morongo Band of Mission Indians	Denisa Torres/ Cultural Resources Manager	December 4, 2017

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forest Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology/Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology/Water Quality
<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Tribal Cultural Resources	<input type="checkbox"/> Utilities/Service Systems
<input type="checkbox"/> Mandatory Findings of Significance		

DETERMINATION - On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared:
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in a earlier EIR or NEGATIVE DECLARATION pursuant to applicant 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.


Jocelyn Swain, Principal Planner

12/11/17
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation measures. For effects that are “Less than Significant with Mitigation Measures Incorporated”, describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) **Supporting Information Sources:** A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
I. <u>AESTHETICS</u> -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
II. <u>AGRICULTURE AND FOREST RESOURCES</u> : In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:				

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined in Public Resources Code Section 4526)?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				X
III. <u>AIR QUALITY</u> -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable Air Quality Plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	
IV. <u>BIOLOGICAL RESOURCES</u> -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			X	

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
V. <u>CULTURAL RESOURCES</u> -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of dedicated cemeteries?				X

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<u>VI. GEOLOGY AND SOILS</u> -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?		X		
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?		X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for disposal of waste water?				X

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VII. <u>GREENHOUSE GAS EMISSIONS</u> -- Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	
VIII. <u>HAZARDS AND HAZARDOUS MATERIALS</u> -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably fore-seeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	
<u>IX. HYDROLOGY AND WATER QUALITY</u> – Would the project:				
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in substantial erosion or siltation on- or off-site?			X	

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?			X	
f) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map?			X	
g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
h) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
i) Inundation by seiche, tsunami, or mudflow?				X
X. <u>LAND USE AND PLANNING</u> -- Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?				X
XI. <u>MINERAL RESOURCES</u> – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X
XII <u>NOISE</u> -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
XIII. <u>POPULATION AND HOUSING</u> -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
XIV. <u>PUBLIC SERVICES</u>				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Other public facilities?			X	
XV. <u>RECREATION</u> --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
XVI. <u>TRANSPORTATION/TRAFFIC</u> -- Would the project:				
a) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
XVII. TRIBAL CULTURAL RESOURCES -- Would the project cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or				X
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing resources, or are new or expanded entitlements needed?			X	
e) Have a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIX. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u> --				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

DISCUSSION OF ENVIRONMENTAL CHECKLIST

I. a. The City of Lancaster General Plan 2030 identifies five scenic vistas either within or near the City of Lancaster. These scenic vistas include the Foothill Area, Little Buttes, Quartz Hill, Piute Ponds, and Little Rock Wash. Two of these vistas (Foothill Area and Quartz Hill) are distantly available from the project site. Views of the open desert are also available from the project site.

With implementation of the proposed project, the available views of the identified scenic resources would not change and would continue to be available from the roadways and area surrounding the project site. The change in the project site would be visible; however, the development would look similar to the Veteran's Home and Copper Square apartments immediately adjacent to the project site. The height of the buildings on the project site would not exceed 2 stories or approximately 35 feet. The project site would be landscaped to create a campus-like setting with native/drought tolerant plants along with a variety of fruit trees. The proposed development would not impede views of the mountains/open

desert while traveling on any of the surrounding roadways. Therefore, impacts would be less than significant.

b. The proposed project would not remove any scenic resources such as rock outcroppings, trees, or buildings (historic or otherwise). Additionally, the project site is not located in the vicinity of any State Scenic Highways. The closest State designated scenic highway is Highway 2 which is located over 10 miles south of the project and is not visible from anywhere within the Antelope Valley. The City has designated several roadways as scenic including Avenue K from 110th Street West to 90th Street West, 90th Street West north of Avenue K to the Los Angeles/Kern County line, 60th Street West from Avenue K to Avenue L, Avenue M from 60th Street West to the Antelope Valley Freeway and the Antelope Valley Freeway from the City boundary north to the Kern County line. With the exception of the Antelope Valley Freeway, these roadways are not visible from the project site. While the project site would be distantly visible from the Antelope Valley Freeway, the proposed project would not impact the views that make the freeway scenic. Therefore, impacts would be less than significant.

c. The proposed project would change the visual character of the project site in that it would replace 15 acres of disturbed/open desert with a campus-like facility dedicated to addressing issues associated with homelessness. The 15-acre development would be designed to mimic a campus setting with a central path connecting the individual buildings. The buildings would be a maximum of two stories and the facility would be landscaped with a diverse mix of landscaping types including fruit trees. While this would change the character of the project site, the proposed project would be compatible with the Veteran's Home to the east and the Copper Square apartments currently under construction immediately to the north. Future development to the west must meet the characteristics of the mixed use zones which are compatible with the proposed development. Therefore, impacts would be less than significant.

d. The ambient lighting in the vicinity of the project site is minimal to moderate depending upon specific location. Some street lights are available on Avenue I and headlights from vehicles utilizing Avenue I and the Antelope Valley Freeway are readily available. Additionally, the glow of lights from the developed portions of Lancaster and Palmdale are visible from the project site. Brighter lights are located immediately north and east of the project site in the form of interior residential lights, site security lighting, parking lot lights, and vehicle headlights associated with the Veteran's Home and Copper Square Apartments. The proposed project would add similar types of lights as the two neighboring developments. These lights would be focused on the project site with relatively little spillage onto the neighboring properties. Additionally, street lights may be added to 32nd Street West, if deemed necessary. These street lights would be focused downward. Minimal amounts of glare would be introduced by the proposed project, primarily from vehicles. Buildings on the project site would be constructed of non-reflective materials to the extent feasible. Therefore, impacts associated with lighting and glare would be less than significant.

II. a. The California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program (FMMP), tracks and categorizes land with respect to agricultural resources. Land is designated as one of the following and each has a specific definition: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban and Built-Up Land, and Other Land.

The maps for each county are updated every two years. The Los Angeles County Farmland Map was last updated in 2016. Based on the 2016 map, the project site is designated as “Other Land”. Other Land is defined as “land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres”. As the project site is not designated as farmland of importance by the State nor is the site currently utilized for agricultural purposes, no impacts to agricultural resources would occur.

b. The project site is zoned as MDR which does not allow for agricultural uses. Additionally, the project site is not currently utilized for agricultural purposes; no agricultural uses are located in the vicinity of the project site; nor is the site subject to a Williamson Act contract. The proposed project involves the construction and operation of a complex to address issues associated with homelessness and would not interfere with any agricultural uses. Therefore, no impacts would occur.

c-d. According to the City of Lancaster’s General Plan, there are no forests or timberlands located within the City of Lancaster. Therefore, the proposed project would not result in the rezoning of forest or timberland and would not cause the loss of forest land or the conversion of forest land to non-forest land. No impacts would occur.

e. See responses to Items IIa-d.

III. a. Development proposed under the City of Lancaster’s General Plan would not create air emissions that exceed the Air Quality Management Plan (AQMP) (GPEIR pgs 5.5-21 to 5.5-22). The project site is designated as MR2 and zoned MDR. Projects such as the proposed project are allowed under this zoning. As such, any emissions associated with the proposed project have already been accounted for and the proposed project would not conflict with or obstruct with the implementation of the AQMP and no impacts would occur.

b. The AVAQMD adopted the “California Environmental Quality Act and Federal Conformity Guidelines” in August 2016. These guidelines establish daily and annual emission thresholds for proposed projects. These thresholds are identified in Table 2.

Table 2
AVAQMD Emission Thresholds

Criteria Pollutant	Annual Threshold (tons/yr)	Daily Threshold (lbs/day)
Carbon Monoxide (CO)	100	548
Oxides of Nitrogen (NO _x)	25	137
Volatile Organic Compounds (VOC)	25	137
Oxides of Sulfur (SO _x)	25	137
Particulate Matter (PM ₁₀)	15	82
Particulate Matter (PM _{2.5})	15	65

Construction of the proposed project would generate air emissions associated with grading, use of heavy equipment, construction worker vehicles, etc. However, the emissions are not anticipated to exceed the construction emission thresholds established by the Antelope Valley Air Quality Management District (AVAQMD) due to the size of the proposed project. Therefore, construction emissions would be less than significant.

The proposed project is anticipated to generate approximately 797 daily trips with 54 a.m. peak hour trips and 80 p.m. peak hour trips. These trips would be associated with employees, deliveries, dropping off of homeless individuals, maintenance workers, etc. These vehicle trips would generate emissions; however, many of these vehicles trips are probably already occurring as the proposed project would consolidate services to address issues associated with homelessness. These emissions would not be sufficient to create or significantly contribute towards violations of air quality standards. Therefore, emissions associated with the operation of the proposed project would be less than significant.

A discussion of dust control measures during construction and operation of the proposed projects can be found under Item VI.b.

c. The proposed project, in conjunction with other development as allowed by the General Plan, would result in a cumulative increase in pollutants. However, since the emissions associated with the construction and operation of the proposed project would be less than significant; their contribution would not be cumulatively considerable.

d. The closest sensitive receptors to the project site are the residents of the Veteran's Home and Copper Square Apartment immediately adjacent to the east and north of the project site and the single family residence located at the northwest corner of Avenue I and 32nd Street West. Based on the amount of traffic expected to be generated by the operation of the proposed project, no significant traffic impacts would be anticipated. Additionally, the construction and operation of the proposed project would not exceed the thresholds established by the AVAQMD. Therefore, substantial pollutant concentrations would not occur and impacts would be less than significant.

e. Construction and operation of the proposed project is not anticipated to produce significant objectionable odors. Construction equipment may generate some odors, but these odors would be similar to those produced by vehicles traveling along Avenue I. Most objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products and other strong smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. These types of uses are not part of the proposed project. The proposed project is a development which would provide housing and services to address issues associated with homelessness. The proposed project would not generate any odors as a result of providing these services and no odorous chemicals would be utilized on the project site. Typical chemicals associated with the maintenance of facilities and landscaping would be utilized; however, these chemicals would not have a noticeable odor. Therefore, impacts would be less than significant.

IV. a. A biological resources survey was conducted for the project site by Mark Hagan and documented in a report entitled "Biological Resource Assessment of APN 3107-012-905, Lancaster, California" and dated October 27, 2017. The following summarizes the findings of the biological assessment.

A pedestrian survey of the project site was conducted on October 23, 2017 by walking north-south transects spaced approximately 100 feet apart. The project site is characteristic of highly disturbed halophytic saltbush scrub habitat with shadscale (*Atriplex confertifolia*), yellow pepper grass (*Lepidium flavum*) and exotic grasses (*Bromus* spp.) the dominant species. A total of 27 plant species were observed on the project site including: shadscale, allscale (*Atriplex polycarpa*), Nevada saltbush (*Atriplex torreyi*), quail bush (*Atriplex lentiformis*), rabbit brush (*Chrysothamnus nauseosis*), silverscale (*Atriplex argentea*), arrow scale (*Atriplex phyllostegia*), inkweek (*Suaeda torreyana*), alkali sea heath (*Frankenia salina*), yellow pepper grass, spotted buckwheat (*Eriogonum maculatum*), flat-topped buckwheat (*eriogonum deflexum*), fiddleneck (*Amsinckia tessellata*), Nevada blue grass (*Poa secunda*), saltgrass (*distichlis spicata*), Russian thistle (*Salsola iberica*), five-hook bassia (*Bassia hyssopifolia*), mustard sp. (Brassicaceae), tumble mustard (*Sisymbrium altissimum*), red stemmed filaree (*Erodium cicutarium*), schismus (*Schismus* sp.), foxtail barley (*Hordeum leporinum*), cheatgrass (*Bromus tectorum*), red brome (*Bromus rubens*), and annual burweed (*Franseria acanthicarpa*). No sensitive or special status plant species were identified during the survey. No alkali mariposa lilies (*Calochortus striatus*) were identified on the project site during the survey. The project site is located in area with suitable alkali mariposa lily habitat. It is possible that alkali mariposa lilies may occur on the project site or in the vicinity. However, due to the disturbed nature of the project site, it is not expected to support a viable population of lilies. Therefore, impacts to special status plant species would be less than significant.

A total of 10 wildlife species were observed on the project site during the surveys: rodents, desert cottontail (*Sylvilagus auduboni*), coyote (*Canis latrans*), killdeer (*Charadrius vociferus*), raven (*Corvus corax*), horned lark (*Eremophila alpestris*), butterfly (white), butterfly (small brown), painted lady, and spider. In addition to the observed wildlife species, the following species would be expected to occur: deer mouse (*Peromyscus maniculatus*), black-tailed jackrabbit (*Lepus californicus*), mourning dove (*Zenaida macroura*), side blotched lizard (*Uta stansburiana*), western whiptail (*Cnemidophorus tigris*), grasshopper, dragonfly, and fairy shrimp. No sensitive or special status wildlife species were observed on the project site. Desert tortoise (*Gopherus agassizii*), burrowing owls (*Athene cunicularia*), and Mohave ground squirrel (*Xerospermophilus mohavensis*) were not observed on the project site and no sign of these species was identified. Additionally, no birds were observed on the project site. As such, no impacts to these species would occur. However, it is possible that nesting birds and/or burrowing owls may occupy the project site prior to the start of construction. In order to ensure that any potential impacts to nesting birds or burrowing owls remain less than significant, the following mitigation measure is required. With implementation of the mitigation measure, impacts would be less than significant.

1. A nesting bird and burrowing owl preconstruction survey shall be conducted on the project site prior to the start of any construction/ground disturbing activities. If nesting birds or burrowing owls are encountered, all work in the area shall cease until either the young birds have fledged or the appropriate permits are obtained from the California Department of Fish and Wildlife.
- b. The project site is located within the Amargosa Creek ephemeral wash system. Hard and soft clay pans occur within the northern portion of the project site. However, these clays do not meet the traditional definition of a streambed as they do not have an established bank, bottom, or sides. As such, the City does not anticipate the need for a Streambed Alteration Agreement and impacts would be less than significant.

c. There are no federally protected wetlands on the project site as defined by Section 404 of the Clean Water Act. Therefore, no impacts would occur.

d. The project site is not part of an established wildlife corridor. The project site is located immediately adjacent to an existing development to the north and east. The remaining property surrounding the project site is undeveloped and connected to large expanses of open space. As such, the property is not part of a wildlife corridor and development of the project site would not impact an established wildlife corridor. Therefore, no impacts would occur.

e-f. The project site is not located in an area designated under an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan. Additionally, there are no local policies or ordinances protecting biological resources which are applicable to this site. Therefore, no impacts would occur.

V. a-d. A cultural resources survey was prepared for the project site by CRM Tech and documented in a report entitled "Historical/Archaeological Resources Survey Report, Assessor's Parcel No. 3107-012-905, City of Lancaster, Los Angeles County, California" and dated November 22, 2017. As part of the report the following were conducted: a historical/archaeological resources record search, historical background research, Native American representatives were contacted and an intensive pedestrian field survey.

On October 25, 2017 a records search at the South Central Coastal Information Center (SCCIC) was conducted for previously identified cultural resources on or near the project site. No cultural resources have been previously identified on the project site. Within of the project site, a total of 22 cultural resources surveys have been conducted and one archaeological site recorded. The recorded site is a lithic scatter located approximately 0.87 miles southeast of the project site. Due to the distance from the project site, the proposed project does not have the potential to impact the resource.

The Native American Heritage Commission (NAHC) was contacted for a sacred lands search and a list of tribes associated with the area. The NAHC sacred lands file search came back with negative results and five identified tribes. This contact information was utilized along with names and addresses of tribes that the City maintains to send out the AB 52 letters on November 28, 2017.

In addition, a field survey was conducted on November 1, 2017 by walking a series of parallel north-south transects spaced every 15 meters. The field survey did not identify any historical resources, tribal cultural resources, or buildings, structures, objects, sites, features, or artifact deposits of prehistoric or historical origin. Scattered domestic refuse and construction debris was observed but all items appear to be of modern origin and none of them are of any historical/archaeological interest. However, the San Manuel Tribe of Mission Indians has requested a mitigation measure to be included that outlines the process to be followed in the event that prehistoric/tribal cultural resources are encountered during construction activities. This mitigation measure has been included below in order to ensure that all impacts to cultural resources remain less than significant.

2. In the event that previously unknown cultural resources are identified during construction, the following requirements shall apply:
 - If human remains or funerary objects are encountered during any construction activities associated with the proposed project, work within a 100-foot buffer shall

cease and the County Coroner shall be contacted pursuant to State Health and /Safety Code Section 7050.5.

- In the event that Native American cultural resources are discovered during any construction activities, all work within a 60-foot buffer shall cease and a qualified archaeologist meeting the Secretary of the Interior standards shall be hired to assess the find. The San Manuel Band of Mission Indians shall be contacted and provided information and invited to perform a site visit in conjunction with the archaeologist to provide Tribal input.
- If significant Native American resources are discovered and avoidance cannot be ensured, a Secretary of the Interior qualified archaeologist shall be retained to develop a cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan. A copy of the draft document shall be provided to the San Manuel Band of Mission Indians for review and comment. All in field investigation, assessment and/or data recovery pursuant to the Treatment Plan shall be monitored by a Tribal Monitor.

Development of the project site would not directly or indirectly destroy a unique paleontological resources, site, or geologic feature. No human remains, including those interred outside of formal cemeteries, were discovered on the project site. However, in the even that cultural resources are encountered during the course of construction activities, all work shall cease until a qualified archaeologist determines the proper disposition of the resource.

VI. a. The project site is not identified as being in or in proximity to a fault rupture zone (LMEA Figure 2-5). According to the Seismic Hazard Evaluation of the Lancaster East and West Quadrangles, the project site may be subject to intense seismic shaking (LMEA pg. 2-16). However, the proposed project would be constructed in accordance with the seismic requirements of the Uniform Building Code (UBC) as adopted by the City, which would render any potential impacts to a less than significant level. The project site is generally level and is not subject to landslides (SSHZ).

Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other events. This phenomenon occurs in saturated soils that undergo intense seismic shaking typically associated with an earthquake. There are three specific conditions that need to be in place for liquefaction to occur: loose granular soils, shallow groundwater (usually less than 50 feet below the ground surface) and intense seismic shaking. In February 2005, the California Geologic Survey updated the Seismic Hazards Zone Maps for Lancaster (SSHZ). Based on these maps, the project site is located in an area prone to liquefaction. In order to ensure that the facility is built appropriately and to determine if the specific site actually contains liquefiable soils, the following mitigation measure is required. With implementation of the mitigation measure, impacts would be less than significant.

3. Prior to the issuance of any construction related permits, the applicant shall prepare a liquefaction study and submit the study for review by the City Engineer. Upon approval of the study by the City Engineer, the developer shall follow all the recommendations identified in the report.

b. The project site is rated as having a “moderate” risk for soil erosion (USDA SCS Maps) when cultivated or cleared of vegetation. The proposed project consists of the construction and operation

of a campus like development to provide services to the homeless population. Upon completion of construction, there would be no soils exposed with the potential for wind/water erosion. The site would be covered in structures, parking lots, graded/paved paths, and landscaping.

However, there remains a potential for water and wind erosion during construction. The proposed project would be required, under the provisions of the Lancaster Municipal Code (LMC) Chapter 8.16, to adequately wet or seal the soil to prevent wind erosion. Additionally, the following mitigation measures shall be required to control dust/wind erosion.

4. The applicant shall submit a Dust Control Plan to the Antelope Valley Air Quality Management District (AVAQMD) for review and approval in accordance with Rule 403, Fugitive Dust, prior to the issuance of any grading and/or construction permits. This plan shall demonstrate adequate water or dust suppressant application equipment to mitigate all disturbed areas.
5. When water is used for dust control, watering shall occur three times per day and shall be increased to four times per day when there is evidence of visible wind driven fugitive dust.
6. Signage shall be displayed on the project site in accordance with AVAQMD Rule 403 (Appendix A).
7. All disturbed surfaces shall meet the definition of a stabilized surface upon completion of project construction.

c. Subsidence is the sinking of the soil caused by the extraction of water, petroleum, etc. Subsidence can result in geologic hazards known as fissures. Fissures are typically associated with faults or groundwater withdrawal, which result in the cracking of the ground surface. According to Figure 2-3 of the City of Lancaster's Master Environmental Assessment, the project site is located in an area with known sinkholes and fissures; however, it is unknown if any are located on the project site. In order to ensure that no impacts occur from subsidence or fissures/sinkholes in the area, the following mitigation measure is required.

8. Prior to the issuance of any construction related permits (e.g., grading, building, etc.), the applicant shall submit a detailed geotechnical report for the project site for review and approval. Upon approval of the geotechnical report, the developer shall follow all of the identified recommendations.

For a discussion of potential impacts regarding liquefaction, please refer to Item VI.a. Therefore, no impacts would occur.

d. The soil on the project site is characterized by a moderate shrink/swell potential (LMEA Figure 2-3), which may be considered an expansive soil. A soils report, as identified in Mitigation Measure 8 above, shall be submitted to the City by the project developer prior to grading of the property and the recommendations of the report shall be incorporated into the development of the property. Therefore, impacts would be less than significant.

e. The proposed project would connect to the existing sanitary sewer for ultimate disposal at the wastewater treatment plant located north of the City. The proposed project would not utilize septic tanks or alternative waste water disposal systems. Additionally, portable restroom facilities would be provided for workers during construction activities. These facilities would be maintained in accordance with all applicable rules and regulations. Therefore, no impacts would occur.

VII. a-b. The proposed project involves the construction and operation of a campus-like facility to provide services necessary to address homelessness. As discussed in Item III.b, the proposed project would generate air emissions during construction and operational activities, some of which may be greenhouse gases. These emissions are anticipated to be less than the thresholds established by the AVAQMD and would not prevent the State from reaching its greenhouse gas reduction targets. Therefore, impacts would be less than significant.

The proposed projects would be in compliance with the greenhouse gas goals and policies identified in the City of Lancaster's General Plan (pgs. 2-19 to 2-24) and with the City's Climate Action Plan. The City's Climate Action Plan was adopted in March 2017 and identifies projects in eight different categories which would help the City meet its greenhouse house gas reduction goals. These categories include: Transportation, Energy, Municipal Operations, Water, Waste, Built Environment, Community, and Land Use. The proposed development would incorporate many of the identified projects such as supporting public transportation, providing pedestrian amenities, using renewable energy, recycled water, green building, drought tolerant landscaping/community gardens and education. Therefore, impacts with respect to conflicts with an agency's plan, policies, or regulations would be less than significant.

VIII. a-b. The proposed project consists of the construction and operation of a campus-like facility to provide the necessary services to address homelessness. The proposed project would use minimal amounts of hazardous materials during construction activities. During operation, the development would utilize hazardous materials typically found in residential, office and medical settings. Use of all materials would be in accordance with all applicable rules and regulations. The proposed project is not located along a hazardous materials/waste transportation corridor (LMEA Figure 9.1-4). The project site is undeveloped and vacant with no potential for exposure to lead-based paint or asbestos.

c. The project site is not located within a quarter mile of an existing or proposed school. The closest school is Lancaster High School located at 44701 Eagle Way, approximately 0.75 miles south of the project site. Additionally, the proposed project would not emit hazardous emissions and use/disposal of any hazardous materials typically found in residential/office settings would occur in accordance with all applicable rules and regulations. Therefore, no impacts would occur.

d. A Phase I Environmental Site Assessment was prepared for the project site by Bruin Geotechnical Services, Inc. and the results documented in a report entitled "Phase I Environmental Site Assessment, Assessor Parcel Number 3107-012-905, Vicinity Avenue I, West of 30th Street West, Lancaster, California 93536" and dated October 9, 2017.

A site visit was conducted on the project site on October 2, 2017 to determine the presence of any recognized environmental concerns. The project site is undeveloped/ vacant land with vegetation and is partially fenced. During the survey it was noted that a storm drain existed along Avenue I (no sumps or clarifiers) and that electrical lines ran overhead. No hazardous materials or wastes were observed on the

project site. No surface staining or stressed vegetation was observed on the project site or adjacent to the project site.

In addition to the site visit, a regulatory database search was conducted of Federal, State, and Tribal databases for the project site and the surrounding area within specified search distances. The project site and immediately adjacent properties are not listed on any regulatory databases. Therefore, no impacts would occur.

e-f. The project site is not located within an airport land use plan or within two miles of a public airport, public use airport, or private airstrip. The closest airport is the General William Fox Airfield, which is located approximately 2 miles northwest of the project site. Therefore, no impacts would occur.

g. Access to the project site would be taken from 32nd Street West via Avenue I. Avenue I is a fully improved paved roadway, while 32nd Street West is currently a dirt road which will be improved to support the project. Avenue I has been designated as an evacuation route. However, the traffic generated by the proposed project is not sufficient to cause impacts at any of the area intersections. Therefore, the proposed project would not impact or physically block any identified evacuation routes and would not interfere with any adopted emergency response plans. Therefore, no impacts are anticipated.

h. The property surrounding the project site is predominantly undeveloped. The Veteran's Home is located immediately east of the project site and the Copper Square Apartments are located immediately north of the project site. However, the remainder of the property surrounding the project sites is vacant and undeveloped. It is possible that these lands could be subject to a grass fire. However, the project site is located within the boundaries of Fire Station 130, located at 44558 40th Street West, which would serve the project site in the event of a fire. Therefore, impacts from wildland fires would be less than significant.

IX. a. The project site is not located in an area with an open body of water or in an aquifer recharge area. The closest body of water is the lake at Apollo Park which is located approximately two miles north-northeast. According to the Lancaster Master Environmental Assessment (pg 10.1-6), the locations most suitable for groundwater recharge are: 1) Amargosa Creek (bounded by Avenue N, 10th Street West, and Division Street); 2) Little Rock Creek (near Avenue N between 60th Street West and 70th Street West); and 3) Amargosa Creek (nearest to Elizabeth Lake Road and 25th Street West). The nearest of these locations to the project site is Location 1, approximately miles east of the project site.

The proposed project would be required to comply with all applicable provisions of the National Pollutant Discharge Elimination System (NPDES) program. The NPDES program establishes a comprehensive storm water quality program to manage urban storm water and minimize pollution of the environment to the maximum extent practicable. The reduction of pollutants in urban storm water discharge through the use of structural and nonstructural Best Management Practices (BMPs) is one of the primary objectives of the water quality regulations. BMPs that are typically used to management runoff water quality include controlling roadway and parking lot contaminants by installing oil and grease separators at storm drain inlets, cleaning parking lots on a regular basis, incorporating peak-flow reduction and infiltration features (grass swales, infiltration trenches and grass filter strips) into landscaping and implementing educational programs. The proposed project would incorporate appropriate BMPs as applicable, as determined by the City of Lancaster Development Services Department. Therefore, impacts would be less than significant.

The proposed project involves the construction and operation of a campus-like development to provide necessary services to homeless populations. This facility would utilize hazardous materials typically found in residences, office settings, and medical offices. While the proposed project would be connected to the sanitary sewer system, the proposed project does not have the potential to introduce industrial discharge into a public water system and potentially violate water quality standards or waste discharge requirements. Therefore, impacts would be less than significant.

b. The proposed project would be connected to the existing potable water system and would obtain its water from Los Angeles County Waterworks District 40 and a water meter currently exists to serve the site. District 40 obtains its water from multiple sources including the State Water Project and groundwater. However, the groundwater basin has recently been adjudicated and the amount of water pumped is regulated in accordance with that adjudication. Additionally, as indicated in IX.a, the proposed project would not impact any groundwater recharge areas. Therefore, the proposed project would not deplete groundwater supplies or interfere with groundwater recharge and impacts would be less than significant.

c-e. Development of the proposed project would increase the amount of surface runoff as a result of impervious surfaces associated with the development. While the amount of impervious surfaces would increase, the proposed project is being developed to have a campus-like feel with lots of open space and landscaping. Additionally, the project site is likely to have a drainage basin to handle the flows from the project during storm events. Specifically, the proposed project would be designed to accept current flows entering the property and to handle any additional incremental runoff from the project site. Therefore, impacts from drainage and runoff would be less than significant.

f-g. The project site is designated as mix of Flood Zone AH and Flood Zone X. The northeastern portion of the project is designated as Flood Zone AH per the Flood Insurance Rate Map (FIRM) Panel No. 060672 (2008) (06037C0410F) which is within the 100-year flood zone. The remainder of the project site is designated as Flood Zone X by FIRM Panel No. 060672 (2008) (06037C0405F) which is outside of both the 100- and 500-year flood zones. The proposed project involves the construction and operation of a campus-like facility to provide necessary services to the homeless population. As result, residences/shelters and service buildings may be placed within the 100-year flood zone which could impede or redirect flood flows. However, the site would be designed to minimize the number of structures located within this area and any structures would be elevated above the flood zone in accordance with the requirements of the AH zone. Therefore, impacts would be less than significant.

h. The project site does not contain and is not downstream from a dam or levee. Therefore, no impacts would occur from flooding as a result of the failure of a dam or levee.

i. The project site is not located within a coastal zone. Therefore, tsunamis are not a potential hazard. The project site is relatively flat and does not contain any enclosed bodies of water and is not located in close proximity to any other large bodies of water. Therefore, the proposed project would not be subject to inundation by seiches or mudflows. No impacts would occur.

X. a. The proposed project is not of the scale or nature that could physically divide an established community. The proposed project consists of the construction and operation of campus-like facility providing services to address issues associated with homelessness. The area surrounding the project site is predominantly vacant with the Veteran's Home immediately to the east and the Copper Square Apartment complex immediately north. 32nd Street West will be improved along the western frontage of

the project site to allow access to the project. The proposed project would not block a public street, trail or other access route or result in a physical barrier that would divide the community. Therefore, no impacts would occur.

b. The proposed project is consistent with the City's General Plan and must be in conformance with the Lancaster Municipal Code. The proposed project will be in compliance with the City-adopted UBC (Item VI.a) and erosion-control requirements (Item VI.b). Therefore, no impacts would occur.

c. As noted under Item IV.e-f, the project site is not subject to and would not conflict with a habitat conservation plan or natural communities conservation plan. Therefore, no impacts would occur.

XI. a-b. The project site does not contain any current mining or recovery operations for mineral resources and no such activities have occurred on the project site in the past. According to the LMEA (Figure 2-4 and page 2-8), the project site is designated as Mineral Reserve Zone 3 (contains potential but presently unproven resources). However, it is considered unlikely that the Lancaster area has large, valuable mineral and aggregate deposits. Therefore, no impacts to mineral resources would occur.

XII. a, b, d Construction activities would generate short-term noise impacts. Construction activities have a short and temporary duration, lasting from a few days to a period of several months. Ground borne noise and other types of construction-related noise impacts would typically occur during the initial site preparation, which can create the highest levels of noise. High ground borne noise levels can occur during construction activities due to the use of haul trucks, backhoes, and other heavy duty construction equipment. Construction activities have the potential to expose adjacent sensitive land uses (Copper Square, Veteran's Homes, and adjacent single family residence) to noise levels between 62 and 80 dBA at 50 feet from the noise source. Table 3, Construction Reference Noise Levels, provides a summary of sixteen construction equipment reference noise level measurements. Since the reference noise levels were collected at varying distances, all construction noise level measurements presented in Table 3 have been adjusted to describe a common distance of 50 feet.

Table 3
Construction Reference Noise Levels

Noise Source	Reference Noise Levels @ 50 feet (dBA L _{max})
Truck Pass-By and Dozer Activity	63.7
Dozer Activity	72.0
Construction Vehicle Maintenance Activities	70.4
Foundation Trenching	70.5
Rough Grading Activities	80.4
Residential Framing	72.3
Water Truck Pass-By and Backup Alarm	77.9
Dozer Pass-By	85.5
Two Scrapers and Water Truck Pass-By	84.6
Two Scrapers Pass-By	82.5
Scraper, Water Truck, and Dozer Activity	83.3
Concrete Mixer Truck Movements	73.1
Concrete Paver Activities	71.3
Concrete Mixer Pour and Paving Activities	71.9
Concrete Mixer Backup Alarms and Air Brakes	78.8
Concrete Mixer Pour Activities	79.2
Source: Public Review Draft, Avanti South Specific Plan Environmental Impact Report, November 2017	

The City's General Plan (Table 3-1) establishes an outdoor maximum CNEL of 65 dBA for residential uses. The current noise levels for the area surrounding the project site are as follows: 1) Avenue I between 30th Street West and 40th Street is approximately 64.7 dBA; 2) Avenue I between 30th Street West and 27th Street West is approximately 63.9 dBA; 3) 30th Street West between Avenue H and Avenue I is approximately 59.4 dBA and 4) 30th Street West between Avenue I and Lancaster Boulevard is approximately 62.5 dBA.

The total construction time for the proposed project is estimated to be approximately 9 months, with construction starting the end of March/beginning of April and ending by the end of 2018. Construction activities associated with the construction equipment identified above would temporarily increase noise levels for adjacent land uses. Noise levels would fluctuate depending upon construction activity, equipment type and duration of use, and the distance between noise source and receiver.

The closest noise sensitive receptors are the Copper Square Apartments, the Veteran's Home and the single family residence located on the west side of 32nd Street West. Noise levels at these receptors may reach between 75 dBA and 85 dBA depending upon the location of the work and the type of equipment being utilized. These noise levels could cause interference with conversations or other normal daytime activities. However, with implementation of the mitigation measures identified below, these impacts would be reduced to a less than significant level.

9. Construction operations shall not occur between 8 p.m. and 7 a.m. on weekdays or Saturday or at any time on Sunday. The hours of any construction-related activities shall be restricted to periods and days permitted by local ordinance.
10. The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the owner shall be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.
11. Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where feasible.
12. Material stockpiles and mobile equipment staging, parking and maintenance areas shall be located as far away as practicable from noise-sensitive receptors.
13. The use of noise producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only.
14. No project-related public address or music system shall be audible at any adjacent receptor.
15. All noise producing construction equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specifications. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors, etc.) shall be equipped with shrouds and noise control features that are readily available for the type of equipment.

With implementation of these mitigation measures, impacts from construction noise would be less than significant.

c. Operation of the proposed Kensington Campus would generate a very minimal increase in noise levels. These noise levels would be similar that that of a typical residential neighborhood. Additionally, the proposed project would generate a total of 797 daily trips. This number of trips is not sufficient to noticeably increase the noise levels in the surrounding area. It is anticipated that the noise levels in vicinity of the project site would continue to be between 59.4 dBA and 64.7 dBA. These noise levels are consistent with requirements of the City's General Plan. Therefore, noise impacts would be less than significant.

e-f. The project site is not in proximity to an airport or frequent overflight area and would not experience noise from these sources (also see Item VIII.e-f). Therefore, no impacts would occur.

XIII. a. The proposed project involves the construction and operation of a campus-like development to provide the necessary services to address homelessness. Construction of the proposed project would provide temporary construction jobs. However, these are likely to be filled by individuals currently residing in the area and would not cause individuals to relocate to the Antelope Valley. Operation of the facility would centralize services that address homelessness including food banks, job search facilities, medical/mental health care, etc. Many of these businesses currently exist and would simply operate from a new location. While the project would provide temporary and low-income housing, this would simply fill a need that currently exists and is not available elsewhere in the Antelope Valley. These facilities would not induce substantial population growth.

No new roadways or infrastructure (e.g., water lines or sewer, etc.) would be constructed as part of the proposed project. 32nd Street West would be improved (paved) and the water and sewer lines were previously installed when the Veteran's Home was constructed. Therefore, impacts would be less than significant.

b-c. The project site is currently vacant. No housing or people would be displaced necessitating the construction of replacement housing elsewhere. Therefore, no impacts would occur.

XIV. The proposed project would increase the need for fire and police services; however, the project site is within the current service area of both these agencies and the additional time and cost to service the site is minimal. The proposed project would not induce substantial population growth as it is a facility which would provide services to address issues associated with homelessness. The proposed would not induce substantial population, instead would aid existing Antelope Valley residents. These residents are currently utilizing the parks, schools and other public facilities and the proposed project would not increase this demand. Impacts would be less than significant.

XV. a-b. The proposed project involves the construction and operation of a campus-like facility to provide services to address issues associated with homelessness. Construction of the proposed project would require construction workers for approximately a 9-month period. These workers are expected to come from the local area and would not create an additional demand on recreational facilities. Once the proposed project is operational, the employees of the facility would come from the existing community as many are currently providing these services and would simply move to the new facility. Both the employees and the individuals utilizing the services are already utilizing the recreational facilities

available in the area. Therefore, no new impacts to recreational facilities would occur and no construction of new facilities would be necessary.

XVI. a. The proposed project would generate construction traffic in the form of worker vehicles and delivery trucks. These trips would only occur during construction and would most likely occur at off-peak hours of the day. Adequate access to the project sites exists from Avenue I to 32nd Street West to handle the trips that construction would generate. During operation of the facility, a total of 797 daily trips would be generated with 54 trips in the a.m. peak hour and 80 trips in the p.m. hour. The existing roadways are adequate to be handle the traffic expected to be generated by the proposed project. Additionally, a bus stop for Antelope Valley Transit Authority existing in front of the project site along Avenue I. This number of trips would not impact the surrounding street system. Therefore, impacts would be less than significant.

b. There are no county congestion management agency designated roads or highways in the vicinity of the project sites. Additionally, the proposed project would not generate a sufficient number of trips to require an analysis of the Avenue I/Highway 14 interchange. Therefore, no impacts would occur.

c. The project site does not contain any aviation related uses and the proposed project would not include the development of any aviation related uses. The proposed project is a campus-like facility which would provide the necessary services to address issues associated with homelessness. The proposed project would be constructed with materials that produce minimal amounts of glare, to the extent feasible, and therefore would not impact general aviation in the area. Therefore, the proposed project would not have an impact on air traffic patterns.

d. No new roadways are required as part of the proposed project. 32nd Street West is currently a direct road and it would be improved to provide access to the project site. No hazardous conditions would be created and no impacts would occur.

e. The proposed project would have adequate emergency access from three driveways located on 32nd Street West. Interior circulation would be provided in accordance with the requirements of the Los Angeles County Fire Department; therefore, no impacts would occur.

f. The proposed project does not conflict with or impede any of the General Plan policies or specific actions related to alternative modes of transportation (Lancaster General Plan pgs 5-18 to 5-24). An AVTA bus stop is located along the project site's Avenue I frontage providing easy access to the project site. Additionally, the proposed project would provide bike lanes and walking paths throughout the facility. Therefore, no impacts would occur.

XVII.a-b. No tribal cultural resources have been identified either through the sacred lands file search conducted by the Native American Heritage Commission or by any of the Native American Tribes with cultural affiliations to the area. A mitigation measure has been included under cultural resources outlining the process through which any cultural resources discovered during construction would be handled. Therefore, no impacts would occur.

XVIII. a. The proposed project would discharge to wastewater to the existing sewer lines located in Avenue I and 30th Street West. Project wastewater would be treated at the Lancaster Water Reclamation Plant which has adequate capacity to serve the proposed development. As the proposed project is primarily a residential development with associated services to support homeless individuals and

families, it would not exceed the wastewater treatment requirements and impacts would be less than significant.

b. Wastewater from the proposed project would be treated at the Lancaster Water Reclamation Plant, which has a design capacity of 16 million gallons per day (gpd) and has been recently upgraded to treat wastewater to tertiary standards. The proposed project is anticipated to generate wastewater on a daily basis similar to the volumes generated by the Copper Square Apartments immediately to the north. This volume of wastewater is within the available capacity of the treatment plant. The proposed project would not require the expansion of existing facilities or the construction of new facilities. Therefore, impacts would be less than significant.

c. See Items IX.c and IX.d.

d. Los Angeles County Waterworks District #40 is the water purveyor for the project site. The project site already has a water meter and the developer would need to go through the established process in order to secure the necessary water for the project site per the existing Memorandum of Understanding. No new construction of water treatment facilities or new or expanded entitlements would be required. Therefore, water impacts would be less than significant.

e. See XVII.b.

f-g. The proposed project would generate solid waste during construction and operation which would contribute to an overall impact on landfill services (GPEIR pgs 5.13-25 to 5.13-28 and 5.13-31); although this project's individual contribution is considered minimal. The proposed development would be required to have trash collection services in accordance with City contracts with waste haulers over the life of the project. These haulers are required to be in compliance with applicable regulations on solid waste transport and disposal, including waste stream reduction mandated under Assembly Bill (AB) 939, which was enacted to reduce, recycle, and reuse solid waste generated in California to the maximum extent feasible. Therefore, impacts would be less than significant

XIX.a-c. The proposed project consists of the construction and operation of a campus-like facility to provide the necessary services to address homelessness in the Antelope Valley: Kensington Campus. Cumulative impacts are the change in the environment which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable future projects. Four other projects are located within a one-mile radius of the project site:

- SPR 05-23: Copper Square Apartment Complex located immediately north of the project site (under construction)
- TTM 70181/CUP 15-15: Residential Planned Development (RPD) for 134 lots and a park located at the northwest corner of Lancaster Boulevard and 40th Street West (under review)
- TTM 70182/CUP 15-16: RPD for 154 lots and a park located at the southwest corner of Avenue I and 40th Street West (under review)
- TTM 70892/CUP 15-17: RPD for 154 lots and a park located at the southeast corner of Avenue I and 38th Street West (under review)

The proposed project would not create any impacts with respect to: Agriculture and Forest Resources, Resources, Mineral Resources, Population/Housing, Recreation, and Tribal Cultural Resources. The project would create impacts to other resource areas and mitigation measures have identified for Biological Resources, Cultural Resources, Geology/Soils, and Noise. Many of the impacts generated by individual projects are site specific and generally do not influence the impacts on another site. All projects undergo environmental review and have required mitigation measures to reduce impacts when warranted. These mitigation measures reduce environmental impacts to less than significant levels whenever possible. All impacts associated with the proposed project are less than significant with the exception of biological resources (nesting birds), cultural resources (unknown resources), geology/soils (soil erosion/dust control) and noise. These issues would be less than significant with the incorporation of the identified mitigation measures. Therefore, the project's contribution to cumulative impacts would not be cumulatively considerable.

List of Referenced Documents and Available Locations*:

BRR:	Biological Resource Assessment of APN 3107-012-905, Lancaster, California, Mark Hagan, October 27, 2017	DSD
CLIM	City of Lancaster Climate Action Plan, March 2017	DSD
CRS:	Historical/Archaeological Resources Survey Report, Assessor's Parcel No. 3107-012-905, City of Lancaster, Los Angeles County, CRM Tech, November 22, 2017	DSD
DRAIN	Conceptual Drainage Study, APN 3107-012-905, Avenue I & 32 nd Street West, Lancaster, CA, Antelope Valley Engineering, November 2017	DSD
ESA:	Phase I Environmental Site Assessment, Assessor Parcel Number 3107-012-905, Vicinity Avenue I, West of 30 th Street West, Lancaster, California 93536, Bruin Geotechnical Services Inc., October 9, 2017	DSD
FIRM:	Flood Insurance Rate Map	DSD
GPEIR:	Lancaster General Plan Environmental Impact Report	DSD
LGP:	Lancaster General Plan	DSD
LMC:	Lancaster Municipal Code	DSD
LMEA:	Lancaster Master Environmental Assessment	DSD
SEWER	Sewer Area Study for Avenue I & 32 nd Street West, Lancaster, CA 93534, A.P.N. 3107-012-905, Antelope Valley Engineering, September 29, 2017	DSD
SSHZ:	State Seismic Hazard Zone Maps	DSD
STAFF	Staff Report for Disposition and Development Agreement Between the Lancaster Housing Authority and InSite Development LLC for Property Located at Future 32 nd Street West and West Avenue I, November 14, 2017	DSD
TRA	Traffic – CEQA Initial Study Form, December 6, 2017	DSD
USGS:	United States Geological Survey Maps	DSD
USDA SCS:	United States Department of Agriculture Soil Conservation Service Maps	DSD

* DSD: Development Services Department
Community Development Division
Lancaster City Hall
44933 Fern Avenue
Lancaster, California 93534

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
BIOLOGICAL RESOURCES							
1.	A nesting bird and burrowing owl preconstruction survey shall be conducted on the project site prior to the start of any construction/ground disturbing activities. If nesting birds or burrowing owls are encountered, all work in the area shall cease until either the young birds have fledged or the appropriate permits are obtained from the California Department of Fish and Wildlife.	Prior to final approval of a grading/construction plan, issuance of a stockpile or construction permit, or any ground disturbing activities.	Prior to any rolling, vegetation removal, grubbing, grading, stockpiling, or construction activities, a copy of the report from a biologist with the results of the nesting bird and burrowing owl survey.	Development Services Department, Community Development Division			
CULTURAL RESOURCES							
2.	<p>In the event that previously unknown cultural resources are identified during construction, the following requirements shall apply:</p> <ul style="list-style-type: none">If human remains or funerary objects are encountered during any construction activities associated with the proposed project, work within a 100-foot buffer shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5.In the event that Native American cultural resources are discovered during any construction activities, all work within a 60-foot buffer shall cease and a qualified archaeologist meeting the Secretary of the Interior standards shall be hired to assess the find. The San Manuel Band of Mission Indians shall be contacted and provided information and invited to perform a site visit in conjunction with the archaeologist to provide Tribal input.	During construction.	Field inspections during construction.	Development Services Department, Community Development Division / San Manuel Band of Mission Indians			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	<ul style="list-style-type: none"> If significant Native American resources are discovered and avoidance cannot be ensured, a Secretary of the Interior qualified archaeologist shall be retained to develop a cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan. A copy of the draft document shall be provided to the San Manuel Band of Mission Indians for review and comment. All in field investigation, assessment and/or data recovery pursuant to the Treatment Plan shall be monitored by a Tribal Monitor. 						
GEOLOGY AND SOILS							
3.	Prior to the issuance of any construction related permits, the applicant shall prepare a liquefaction study and submit the study for review by the City Engineer. Upon approval of the study by the City Engineer, the developer shall follow all the recommendations identified in the report.	Prior to the issuance of any building permits.	Liquefaction study shall be received and approved by the City Engineer. All recommendations in the approved report shall be followed by the developer.	Development Services Department, City Engineer/Development Engineering			
4.	The applicant shall submit a Dust Control Plan to the Antelope Valley Air Quality Management District (AVAMQD) for review and approval in accordance with Rule 403, Fugitive Dust, prior to the issuance of any grading and/or construction permits. This plan shall demonstrate adequate water or dust suppressant applicant equipment to mitigate all disturbed areas.	Prior to vegetation removal, grubbing, grading, stockpile, or construction, the City must receive a copy of the Dust Control Plan.	A copy of the AVAQMD-approved Dust Control Plan. Field inspections.	Development Services Department, Community Development Division, Building and Safety, and the AVAQMD.			
5.	When water is used for dust control, watering shall occur three times per day and shall be increased to four times per day when there is visible wind driven fugitive dust.	During construction	Field inspection	Development Services Department, Community Development Division, Building and Safety, and the AVAQMD.			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
6.	Signage shall be displayed on the project site in accordance with AVAQMD Rule 403 (Appendix A).	During construction	Field inspection	Development Services Department, Community Development Division, Building and Safety, and the AVAQMD.			
7.	All disturbed surfaces shall meet the definition of a stabilized surface upon completion of project construction.	During construction and operation	Field inspection	Development Services Department, Community Development Division, Building and Safety, and the AVAQMD.			
8.	Prior to the issuance of any construction related permits (e.g., grading, building, etc.), the applicant shall submit a detailed geotechnical report for the project site for review and approval. Upon approval of the geotechnical report, the developer shall follow all of the identified recommendations.	Prior to the issuance of any building permits.	Geotechnical study shall be received and approved by the City Engineer. All recommendations in the approved report shall be followed by the developer.	Development Services Department, City Engineer/Development Engineering			
NOISE							
9.	Construction operations shall not occur between 8 p.m. and 7 a.m. on weekdays or Saturday or at any time on Sunday. The hours of any construction-related activities shall be restricted to periods and days permitted by local ordinance.	During construction	Field inspection	Development Services Department, Building and Safety			
10.	The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the owner shall be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.	During construction	Field inspection	Development Services Department, Building and Safety			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
11.	Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where feasible.	During construction	Field inspection	Development Services Department, Building and Safety			
12.	Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far away as practicable from noise-sensitive receptors.	During construction	Field inspection	Development Services Department, Building and Safety			
13.	The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.	During construction	Field inspection	Development Services Department, Building and Safety			
14.	No project-related public address or music system shall be audible at any adjacent receptor.	During construction	Field inspection	Development Services Department, Building and Safety			
15.	All noise producing construction equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating conditions that meet or exceed original factory specifications. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors, etc.) shall be equipped with shrouds and noise control features that are readily available for the type of equipment.	During construction	Field inspection	Development Services Department, Building and Safety			

LAMP LODGE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY

City of Los Angeles

COUNCIL DISTRICT

CD 14 - JOSE HUIZAR

PROJECT TITLE

ENV-2017-850-MND

CASE NO.

CPC-2017-849-GPAJ-VZCJ-HD-SPR

PROJECT LOCATION

656-660 South Stanford Avenue

PROJECT DESCRIPTION

The Project proposes to remove an existing three-story, 50-unit single-room occupancy residential (52 units permitted) building and surface parking lot for the construction of a new seven-story, approximately 48,970 square-foot, 82-unit residential building consisting of ground floor parking and common area, and six floors of residential dwelling units. Of the 82 units, 81 units would be set aside for Very-Low Income households and one unit set aside as a manager's unit. The Project would provide 16 automobile parking spaces and 91 bicycle parking spaces on the ground floor. The Project would require the removal of two non-protected trees located within the public right-of-way.

Entitlements include a General Plan Amendment to Regional Commercial land use designation, a Vesting Zone Change and Height District Change to C2-2, an incentive regarding reduction of open space, and Site Plan Review.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

LAMP Lodge, LP c/o Aaron Mandel

1645 Sepulveda Boulevard

Los Angeles, CA 90025

FINDING:

The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.**NAME OF PERSON PREPARING THIS FORM****TITLE****TELEPHONE NUMBER**

MAY SIRINOPWONGSAGON

City Planner

(213) 978-1372

ADDRESS**SIGNATURE (Official)****DATE**200 N. SPRING STREET, 7th FLOOR
LOS ANGELES, CA. 90012

DECEMBER 6, 2017

IV-20. Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

- The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).
- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

IV-90. Tree Removal (Public Right-of-Way)

-
- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

XII-20. Increased Noise Levels (Demolition, Grading, and Construction Activities)

-
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The construction contractor shall use on-site electrical sources or solar generators to power equipment rather than diesel generators where feasible.

XIV-20. Public Services (Police – Demolition/Construction Sites)

-

MITIGATED NEGATIVE DECLARATION
ENV-2017-850-MND

- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

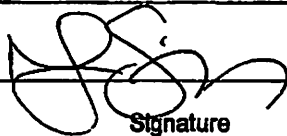
LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 14 - JOSE HUIZAR	DATE:
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2017-850-MND	RELATED CASES: CPC-2017-849-GPAJ-VZCJ-HD-SPR	
PREVIOUS ACTIONS CASE NO.:	<input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: DEMOLITION OF EXISTING SRO BUILDING (50 UNITS); RELOCATION OF TENANTS (42 CURRENTLY); CONSTRUCTION OF A NEW 6-STORY RESIDENTIAL UNITS (TOTAL OF 82) OVER ONE STORY OF PARKING.		
ENV PROJECT DESCRIPTION: The Project proposes to remove an existing three-story, 50-unit single-room occupancy residential (52 units permitted) building and surface parking lot for the construction of a new seven-story, approximately 48,970 square-foot, 82-unit residential building consisting of ground floor parking and common area, and six floors of residential dwelling units. Of the 82 units, 81 units would be set aside for Very-Low Income households and one unit set aside as a manager's unit. The Project would provide 16 automobile parking space and 91 bicycle parking spaces on the ground floor. The Project would require the removal of two non-protected trees located within the public right-of-way. Entitlements include a General Plan Amendment to Regional Commercial land use designation, a Vesting Zone Change and Height District Change to C2-2 and incentive regarding reduction of open space, and Site Plan Review.		
ENVIRONMENTAL SETTINGS: The Project Site is an irregularly-shaped site that is comprised of two parcels and consists of approximately 13,833 gross square feet of lot area. The site is generally located on the eastern side of Stanford Avenue, a designated Collector street, within the Central City Community Plan Area. The Project Site has a land use designation of Light Manufacturing, and is zoned M2-2D. The Development "D" Limitation restricts the total floor area to three times the buildable area of the lot. The Project Site is located within the designated CRA Central Industrial Redevelopment Project Area, designated Transit Priority Area, Greater Downtown Housing Incentive Area, and the Los Angeles State Enterprise Zone. The site is not located within an Alquist-Priolo Fault Zone, but is located 0.95 km (0.59 miles) from the Puente Hills Blind Thrust. The site is not located within a designated Hillside Area and is not located within a BOE Special Grading Area. The site is located within Fire District No. 1, but is not located within a Very High Fire Hazard Severity Zone. The site is not located within a Methane Buffer Zone, Flood Zone, Landslide Area, Liquefaction Area, or Tsunami Inundation Zone. The southern parcel, 660 S. Stanford Avenue, is developed with a permitted three-story, 52-unit apartment building which has been operating as a 50-unit single-room occupancy (SRO) residential building. The Certificate of Occupancy for the building was re-issued on July 13, 1960, but the building was constructed in the early 1900s. The northern parcel, 656 S. Stanford Avenue, is developed with a surface parking lot. The Use of Land permit was issued for the parking lot on December 23, 1956. The surrounding properties have a land use designation of Light Manufacturing and are zoned M2-2D. The adjacent property to the north is developed with a surface parking lot. The adjacent property to the east, fronting on Gladys Avenue, is developed with single-story commercial building. The adjacent property to the south is developed with a three-story apartment/hotel with ground floor commercial uses. The property to the west, across Stanford Avenue, is developed with a four-story building, consisting of three stories of dwelling units over one-story of retail and surface parking.		
PROJECT LOCATION: 656-660 South Stanford Avenue		

COMMUNITY PLAN AREA: CENTRAL CITY STATUS: <input type="checkbox"/> Does Conform to Plan <input checked="" type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: CENTRAL	CERTIFIED NEIGHBORHOOD COUNCIL: DOWNTOWN LOS ANGELES
EXISTING ZONING: M2-2D	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 0	LA River Adjacent:
GENERAL PLAN LAND USE: LIGHT MANUFACTURING	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 0	
	PROPOSED PROJECT DENSITY: 82	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find 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 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.



Signature

City Planner

(213) 978-1372

Title

Phone

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input type="checkbox"/> AIR QUALITY <input checked="" type="checkbox"/> BIOLOGICAL RESOURCES <input type="checkbox"/> CULTURAL RESOURCES <input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input checked="" type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input type="checkbox"/> TRANSPORTATION/TRAFFIC <input type="checkbox"/> TRIBAL CULTURAL RESOURCES <input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

LAMP Lodge, LP c/o Aaron Mandel

PHONE NUMBER:

(310) 575-3543

APPLICANT ADDRESS:

1645 Sepulveda Boulevard
Los Angeles, CA 90025

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

03/02/2017

PROPOSAL NAME (If Applicable):

The Lodge

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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I. AESTHETICS

a.	Have a substantial adverse effect on a scenic vista?			✓	
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?			✓	
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

II. AGRICULTURE AND FOREST RESOURCES

a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

III. AIR QUALITY

a.	Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d.	Expose sensitive receptors to substantial pollutant concentrations?			✓	
e.	Create objectionable odors affecting a substantial number of people?			✓	

IV. BIOLOGICAL RESOURCES

a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		✓		
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✓		
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

V. CULTURAL RESOURCES

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			✓	
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			✓	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
d.	Disturb any human remains, including those interred outside of formal cemeteries?			✓	

VI. GEOLOGY AND SOILS

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			✓	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?				✓
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				✓
e.	Result in substantial soil erosion or the loss of topsoil?			✓	
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			✓	

VII. GREEN HOUSE GAS EMISSIONS

a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			✓	
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IX. HYDROLOGY AND WATER QUALITY

a. Violate any water quality standards or waste discharge requirements?			✓	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f. Otherwise substantially degrade water quality?				✓
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j. Inundation by seiche, tsunami, or mudflow?				✓

X. LAND USE AND PLANNING

a. Physically divide an established community?				✓
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

XI. MINERAL RESOURCES

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

XII. NOISE

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
XIII. POPULATION AND HOUSING					
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✓	
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			✓	
XIV. PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?			✓	
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?			✓	
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			✓	
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?			✓	
XV. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	
XVI. TRANSPORTATION/TRAFFIC					
a.	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?			✓	

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
e.	Result in inadequate emergency access?				✓
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓

XVII. TRIBAL CULTURAL RESOURCES

a.	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			✓	
b.	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			✓	

XVIII. UTILITIES AND SERVICE SYSTEMS

a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			✓	

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓	
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Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as ENV-2017-850-MND and the associated case(s),

CPC-2017-849-GPAJ-VZCJ-HD-SPR. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) will not:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org>; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763.

Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/>

Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
MAY SIRINOPWONGSAGON	City Planner	(213) 978-1372	11/06/2017

Impact?	Explanation	Mitigation Measures
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APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. An impact on a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. The project site is located 66 feet north of the northeast corner of East 7th Street and South Stanford Avenue within the Central City Community Plan. The area is developed with a mixture of residential uses (apartments and single-room occupancy residential buildings), general commercial uses, warehouse/manufacturing uses, and surface parking lots. While the immediately surrounding buildings range from one- to four-stories, there is an existing six-story residential building located approximately 150 feet to the south of the Project Site. The Project proposes to construct a seven-story residential building. While the proposed number of stories would exceed that of the existing buildings immediately surrounding the site, implementation of the project would not obstruct any views of unique scenic vistas or focal points. The project site is located within a designated Transit Priority Area (TPA) as defined by Senate Bill (SB) 743. SB 743 was signed into law by Governor Brown in September 2013, which made several changes to the CEQA for projects located in areas served by transit. Specifically, aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered to have a significant impact on the environment. SB 743 defines a transit priority area as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop is a site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the A.M. and P.M. peak commute periods. An infill site refers to a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses. However, the exemption for aesthetic impacts does not include impacts to historic or cultural resources, per Section 21099 of the Public Resources Code (PRC). The Project Site is located within one-half mile of the Metro Bus Lines 51, 52, 66, and 352 which run along San Pedro Street and Line 66 which also runs along Olympic Boulevard. Additionally, Metro Rapid Line 760 runs along 7th Street and 720 runs along 6th Street. As discussed further in Section V. Cultural Resources of the Initial Study, the Project Site does not contain any historic or cultural resources. Therefore, impacts related to scenic vistas would be less than significant.</p>	
b.	NO IMPACT	<p>A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The City of Los Angeles' General Plan Mobility Element (Appendix B: Inventory of Designated Scenic Highways and Guidelines) as well as the CalTrans website at http://www.dot.ca.gov/hq/LandArch/16 livability/scenic_highways/angeles.htm indicate that no State-designated scenic highways are located near the project site. Therefore, no impacts related to a State scenic highway would occur.</p>	

Impact?	Explanation	Mitigation Measures
c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The Project would demolish the existing three-story residential building and surface parking lot for the construction of a seven-story residential building with 82 dwelling units. As discussed in Section I (a) above, the Project Site is located within a designated TPA pursuant to SB 743 and is located within an urbanized area of the City. The proposed project would include design features and landscaping improvements to enhance the visual quality of the area. Accordingly, the proposed project would not degrade the existing visual character or quality of the project site and its surroundings. Therefore, the proposed project would result in a less-than-significant impact on visual quality.</p>
d.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists, with such sources as: street lights, vehicle headlights, and interior and exterior building illumination. Proposed lighting would be required to comply with existing regulations. The proposed project does not include any elements or features that would create substantial new sources of light or glare. Therefore, light and glare impacts would be less than significant. According to the City of Los Angeles CEQA Thresholds Guide, shade and shadow impacts are considered significant when they cover shadow-sensitive uses for a substantial amount of time (three to four hours depending on the time of the year). Specifically, this applies to light blocking structures in excess of 60 feet in height above the ground elevation that would be located within a distance of three times the height of the proposed structure to a shadow-sensitive use on the north, northwest or northeast. Due to the sun's angle in the northern hemisphere, shadows are cast in a clockwise direction from west/northwest to east/northeast from approximately 7:00 a.m. to 4:00 p.m. or later depending on the time of the year: Spring/Fall Equinoxes (March 20 and September 22), Winter Solstice (December 21), and Summer Solstice (June 21). As proposed, the Project would cast the longest shadows during the Winter Solstice, with an approximate length of 263.61 feet. Shadow-sensitive uses generally include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses; commercial uses, such as pedestrian-oriented outdoor spaces or restaurants with outdoor seating areas; nurseries; and existing solar collectors/panels. Properties to the north, northwest, and northeast of the site are generally commercial or manufacturing uses and their associated parking lots. The Gladys Park is located to the north of the site, but is located approximately 430 feet from the northeast corner of the Project Site and would therefore not be impacted by the shadow of the proposed project. As discussed, the impacts from the project are anticipated to be less than significant. Additionally, as previously discussed the project is located within a designated TPA. Due to the urban nature of the project site and surrounding areas, lighting and shade/shadow impacts would be considered less than significant.</p>

Impact?	Explanation	Mitigation Measures
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II. AGRICULTURE AND FOREST RESOURCES

a.	NO IMPACT	A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site is developed with a three-story residential building and surface parking lot. The site has a land use designation of Light Manufacturing and is zoned M2-2D. No Farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The project site is not zoned for agricultural use or under a Williamson Contract. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Contract. Therefore, no impacts would occur.	
c.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or resulted in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are zoned M2-2D and are not zoned for forest land or timberland. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
d.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or resulted in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are zoned M2-2D and are not zoned for forest land or timberland. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
e.	NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.	

III. AIR QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The proposed project is also subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Therefore, impacts would be less than significant.	
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Impact?	Explanation	Mitigation Measures
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. An Air Quality Assessment for the project site was prepared by Yorke Engineering, LLC dated June 8, 2017 (see attachment). Project construction and operation emissions were estimated using California Emissions Estimator Model (CalEEMod), a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from land use projects. The results are shown in Table 7, Overall Construction (Maximum Daily Emission in pounds per day). According to the Assessment, during the construction phase the proposed project would not exceed the regional SCAQMD significance thresholds for emissions of Carbon Monoxide (CO), Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Particulate Matter (PM10 and PM2.5), and Sulfur Dioxide (SOx). Therefore, regional emission impacts for the proposed project would be less than significant for all construction phases. The project output is also below the significance thresholds for these criteria pollutants with regard to Overall Operational Emissions, as shown in Table 8. Motor vehicles that access the project site would be the predominant source of long-term project emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. The analysis incorporates compliance with Best Management Practices pursuant to SCAQMD Rule 403(e) as it relates to additional requirements for Large Operations; however, the project as proposed would be subject to Rule 403(e) as a Large Operation is defined as "any active operations on property which contains 50 or more acres of disturbed surface area; or any earth-moving operation with a daily earth-moving or throughput volume of 3,850 cubic meters (5,000 cubic yards) or more three times during the most recent 365-day period." As noted in the analysis of the CalEEMod study, mitigation measures were not required to reduce construction and operational emissions to less than the threshold. The project would be subject to regulatory compliance measures, including applicable BMPs contained within Rule 403, which reduce the of operational and construction regional emissions. Therefore, impacts would be less than significant.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>The project will produce fugitive dust and mobile source emissions as a result of construction activity. The proposed project and the entire Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for Ozone (O3), Respirable Particulate Matter (PM10 and PM2.5), and lead (Pb) and a federal attainment/maintenance area for Carbon Monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for Nitrogen Dioxide (NO2), Sulfur Oxides (SOX), and lead (Pb). Because the Basin is designated as a State and/or federal nonattainment air basin for O3, PM10, PM2.5, and NO2, there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. The project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions. A project of this size (82 of units, with a net increase of 32 units) would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants and the impact would be less than significant.</p>	

Impact?	Explanation	Mitigation Measures
d.	LESS THAN SIGNIFICANT IMPACT	<p>Based on the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of maximum daily localized construction emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These apply to projects that are less than or equal to five acres in size and are only applicable to Respirable Particulate Matter (PM10 and PM2.5), Carbon Monoxide (CO), and Nitrogen Oxides (NOx). An Air Quality Assessment for the project site was prepared by Yorke Engineering, LLC dated June 8, 2017 (see attachment). The Assessment quantifies and analyzes the localized air quality impacts associated with the project construction. The site is located in SCAQMD Source Receptor Area (SRA) No. 1, is located on a site that is less than 1 acre, and the project is below the thresholds for construction and operation emissions in pounds per day as a function of receptor distance (25 meters or 82.02 feet) from the project site boundary, Table 9 and 10. According to the Assessment, the proposed project would not exceed the appropriate significance threshold for localized emissions of Particulate Matter (PM10 and PM2.5), Carbon Monoxide (CO), and Nitrogen Oxides (NOx). Therefore, localized emission impacts for the proposed project would be less than significant for all construction phases and the proposed project would not expose sensitive receptors to substantial localized criteria pollutant emissions during construction. The California Air Resources Board (CARB) has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. Relevant recommendations include avoiding siting new sensitive land uses within 500 feet of a freeway or 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). The location of the proposed project would be consistent with the CARB recommendations for locating new sensitive receptors. Therefore, the proposed project would result in a less-than-significant impact.</p>
e.	LESS THAN SIGNIFICANT IMPACT	<p>Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed project would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. As the project proposes to develop the site with a residential use, it would not include any of the aforementioned uses which are associated with odor complaints. As a residential development, the proposed use is not anticipated to be associated with trash collection which would cause odor complaints; however, the project has proposed to maintain the trash and recycling collection areas within the building on the ground floor. Therefore, the proposed project would result in a less-than-significant impact related to objectionable odors.</p>
IV. BIOLOGICAL RESOURCES		

Impact?	Explanation	Mitigation Measures
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The project site is located in a highly urbanized area within the Central City Community Plan Area. The site is developed with a three-story multi-family residential building and a surface parking lot. While there are not trees located on site, there are two non-protected trees (London Plane) located within the public right-of-way which would be removed and replaced as part of the proposed project. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code. Thus, the project applicant shall comply with the mitigation measures to ensure that no significant impacts to nesting birds or sensitive biological species or habitat would occur, as well as for the removal of trees within the public right-of-way. Therefore, with mitigation, the impacts would be reduced to less than significant.</p>
b.	NO IMPACT	<p>A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and no impacts would occur.</p>
c.	NO IMPACT	<p>A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area and is developed with a three-story residential building and surface parking lot. Therefore, the proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impacts would occur.</p>
d.	NO IMPACT	<p>A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the minimal number of trees, the project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.</p>
e.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The project site does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. The project would require the removal of two trees (London Plane) located within the public right-of-way. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF). Both the MBTA and CDFW protects migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during construction of</p>

Impact?	Explanation	Mitigation Measures
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		the proposed project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands), and impacts would be less than significant with the implementation of mitigation measures.	
f.	NO IMPACT	The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.	

V. CULTURAL RESOURCES

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially alter the environmental context of, or remove identified historical resources. The project includes the demolition of a three-story residential building which was constructed in the early 1900s. However, the building 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. In addition, the site was not found to be a potential historic resource based on SurveyLA Findings, the citywide survey of Los Angeles or the City's HistoricPlacesLA website. Therefore, the impact would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Per regulatory compliance measures, personnel of the proposed Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code	

Impact?	Explanation	Mitigation Measures
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		Section 21083.2. Therefore, the impact would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during construction. If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, the impact would be less than significant.	
VI. GEOLOGY AND SOILS			
a.	NO IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local Building Codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.	
c.	NO IMPACT	Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a proposed project site is located within a liquefaction zone. This site is not located in the California Department of Conservation's Seismic Hazard Zones Map, and the project site is not located within a liquefaction zone. Therefore, no impact related to seismic-related ground failure, including liquefaction, would occur.	

Impact?	Explanation	Mitigation Measures
NO IMPACT	A significant impact would occur if the proposed project would be implemented on a site with soil types that would be susceptible to failure when saturated. According to the California Department of Conservation, Division of Mines and Geology, the Seismic Hazard Zones Map for this area shows the project site is not located within a landslide hazard zone. The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.	
LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. The project proposes to construct a seven-story residential building, with no subterranean levels. Construction of the proposed project would result in ground surface disturbance during site clearance, and minimal excavation and grading, which could create the potential for soil erosion to occur. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety's Grading Division. Therefore, a less than significant impact would occur with respect to erosion or loss of topsoil.	
LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Development of the proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide as discussed in Sections VI c-d. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit E and/or the Environmental and Public Facilities Map (1996), the project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements and the applicable regulations as determined by the Grading Division of the Department of Building and Safety's, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less-than-significant.	
LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. However, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable	

Impact?	Explanation	Mitigation Measures
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		building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.	
h.	LESS THAN SIGNIFICANT IMPACT	A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. However, the proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, impacts would be less than significant.	

VII. GREEN HOUSE GAS EMISSIONS

a.	LESS THAN SIGNIFICANT IMPACT	Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 181,480). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. In an Air Quality and Greenhouse Gases analysis prepared by Yorke Engineering, dated June 8, 2017, GHG emissions were analyzed utilizing CalEEMod. The analysis determined that unmitigated emissions would be approximately 566.5 metric tons (MT) CO ₂ e, approximately 82 percent lower than the SCAQMD threshold of 3,000 MT CO ₂ e. Compliance with LAGBC and additional features proposed as part of the project would further reduce emissions to 530.4 MT CO ₂ e. Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2016-2040 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions that reduce vehicle miles traveled, which contribute to GHG emissions, as required by AB 32. The project would provide infill residential development proximate to a major transportation corridor (i.e., 6th and 7th Street, as well as Central Avenue and Alameda Street) and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2016-2040 RTP/SCS. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less-than-significant impact related to plans that target the reduction of GHG emissions.	

VIII. HAZARDS AND HAZARDOUS MATERIALS

Impact?	Explanation	Mitigation Measures
a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a residential development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.</p>
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The existing multi-family residential building on the project site were built in early 1900s and therefore may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Demolition of the building would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required, resulting in a less-than-significant impact.</p>
c.	LESS THAN SIGNIFICANT IMPACT	<p>Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. The Project Site is not located within a quarter mile of a school. As proposed, the Project would develop the site with a seven-story residential building with 82 dwelling units. This type of use would be expected to use and store very small amounts of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. All hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements. With this compliance, the proposed project would result in a less-than-significant impact.</p>
d.	NO IMPACT	<p>A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site. Therefore, the proposed project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.</p>

Impact?	Explanation	Mitigation Measures
e.	NO IMPACT	The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.
f.	NO IMPACT	The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.
g.	NO IMPACT	The nearest emergency route is San Pedro Street, approximately 0.18 miles to the west and Alameda Street, approximately 0.42 miles to the east of the project site (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit H, November 1996.) The proposed project is not anticipated to require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.
h.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is located in a highly urbanized area of the City and the area surrounding the project site is completely developed. The Project Site is located within Fire District No. 1, which would require the project to comply with additional development regulations to mitigate fire hazard related risks. The project site and the surrounding area are not subject to wildland fires, due to the urban nature of project site. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, and impacts would be less than significant.
IX. HYDROLOGY AND WATER QUALITY		
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). Stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The ordinances contain requirements for construction activities and operation of projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all projects consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less-than-significant impacts.

Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. The project would require minimal grading to accommodate the foundation for the building as the project does not include subterranean levels that would result in the interception of existing aquifers or penetration of the existing water table. Therefore, the impact on groundwater supplies or groundwater recharge would be less than significant.</p>
c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Therefore, the proposed project would result in less-than-significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation.</p>
d.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. There are no streams or rivers located in the project vicinity. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the development of the project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the proposed project would result in less-than-significant impacts related to the alteration of drainage patterns and on- or off-site flooding.</p>
e.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Site-generated surface water runoff would continue to flow to the City's storm drain system. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low Impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. Therefore, the proposed project would result in less-than-significant impacts related to existing storm drain capacities or water quality.</p>
f.	NO IMPACT	<p>A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The proposed project does not include potential sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing stormwater discharge. Therefore, no impact would occur.</p>

Impact?	Explanation	Mitigation Measures
g.	NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F and NavigateLA, the project site is not located within a 100-year or 500-year floodplain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.
h.	NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F and NavigateLA, the project site is not located within a 100-year or 500-year floodplain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.
i.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. According to USGS topographic maps the site is not located near any reservoirs or bodies of water. The project site and the surrounding areas are not located within a flood hazard area. Accordingly, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. Therefore, the proposed project would have no impact related to flooding.
j.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located approximately 13 miles east of the Pacific Ocean. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.
X. LAND USE AND PLANNING		
a.	NO IMPACT	A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project, the construction of a new residential, infill development in an urbanized area in Los Angeles, would not divide an established community. Therefore, no impact would occur.
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Central City Community Plan Area. The site has a land use designation of Light Manufacturing and is zoned M2-2D. The site is currently developed with a 50-unit single-residential occupancy residential complex. Presently, the use is non-conforming as residential uses are not permitted as a primary use in Manufacturing Zones or in Manufacturing land use designations. The City has initiated a request to evaluate a General Plan Amendment (GPA) to the Regional Commercial land use designation and a zone and height district change to C2-2. The requested amendment and zone change would permit commercial and residential uses that are consistent with the uses and

Impact?	Explanation	Mitigation Measures
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		development of the surrounding area and on the project site. Although the site has been designated for manufacturing uses, the site has been developed and utilized as a residential development since the early 1900s. As requested, the amendment to the designation and change to the zone would not cause a loss of a manufacturing use or impact surrounding manufacturing uses. The decision makers will determine whether discretionary requests will conflict with applicable plans/policies. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, the impact would be less than significant.	
c.	NO IMPACT	A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.	

XI. MINERAL RESOURCES

a.	NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	

XII. NOISE

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction equipment noise thresholds. Section 41.40 also regulates days and hours in which construction may occur. The project shall comply with the City of Los Angeles General Plan Noise Element and Ordinance No. 161,574, which prohibits the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. Due to the site's close proximity to residential uses to the south, mitigation measures have been incorporated to limit the hours of construction. Therefore, the noise exposure impact would be less than significant.	XII-20
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Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. By complying with regulations, the project would result in a less-than-significant impact related to construction vibration.
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. With implementation of the regulations that address rooftop mechanical equipment, a substantial permanent increase for nearby sensitive receptors would be reduced to a less than significant level.
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed above, impacts are expected to be less than significant for construction and operational noise and vibration.
e.	NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is not located within two miles of a public airport or public use airport. The project site is outside of the Los Angeles International Airport Land Use Plan. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.
f.	NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The proposed project is not within the vicinity of a private airstrip. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a private airstrip. Therefore, no impact would occur.
XIII. POPULATION AND HOUSING		
a.	LESS THAN SIGNIFICANT IMPACT	A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would remove 50 existing single-room occupancy units for the construction of 82 residential dwelling units, for a net increase of 32 dwelling units. Of the 82 dwelling units, 81 units will be set aside for very-low income households and one unit will be utilized as a manager's unit. The increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth for the Central City Community Plan, and is within the Southern California Association of Governments' (SCAG) 2020 population projections for the City in their 2012-2035 Regional Transportation Plan. The project would meet a growing demand for housing near jobs and transportation centers, consistent with State, regional and local regulations designed to reduce trips and greenhouse gas emissions. Operation of the proposed project would not induce substantial population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately mitigated in other portions of this document. Therefore, the impact would be

Impact?	Explanation	Mitigation Measures
	less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project would result in the demolition of 50 single-room occupancy units; however, the project would construct 82 new residential units, 81 of which would be designated for very-low income households. Therefore, the project would not necessitate the need to construct replacement housing elsewhere, and impacts would be less than significant.</p>
c.	LESS THAN SIGNIFICANT IMPACT	<p>A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project would result in the demolition of 50 single-room occupancy units. However, the proposed project would be subject to the tenant relocation and displacement requirements of the City. Compliance with these requirements, including the provision of notice and payment of relocation fees, would reduce displacement impacts to less than significant.</p>
XIV. PUBLIC SERVICES		
a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by one LAFD station – Fire Station 9, located at 430 East 7th Street (approximately 0.3 miles southwest of the project site). The proposed project would result in a net increase of 32 units, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that there are existing fire stations in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less-than-significant impact.</p>
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project would result in a net increase of 32 units and could increase demand for police service. The project site and the surrounding areas are currently served by LAPD's Central Community Police Station, located at 251 East 6th Street (approximately 0.5 mile west of the project site). Although the net increase of 32 units is anticipated to increase the number of residents in the area, it is not anticipated that it would create a capacity/service level problem or result in substantial adverse physical impacts that would require the physical alteration of government facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection. The project incorporates design features, which are consistent with the techniques identified as part of LAPD's Design Out Crime Program, an initiative that introduces</p>

XIV-20

Impact?	Explanation	Mitigation Measures
		the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. As such, during the operations of the project, it is anticipated that impacts would be less than significant. Mitigation measures have been incorporated to reduce impacts during the construction phase of the project to a less than significant level.
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would have a net increase of 32 residential units, which could increase enrollment at schools that serve the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less-than-significant impact to public schools.
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 32 units, which could result in increased demand for parks and recreation facilities. Pursuant to Section 21.10 of the LAMC, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings. Additionally, the project would be required to comply with LAMC Section 12.33-C and H as it relates to park fees for projects which require a zone change. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision of new or altered parks facilities. Accordingly, the proposed project would result in a less-than-significant impact on park facilities
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed project would result in a net increase of 32 units, which could result in increased demand for library services and resources of the Los Angeles Public Library System. However, the proposed project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the proposed project would result in a less-than-significant impact on other public facilities.
XV. RECREATION		
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 32 units, which could result in increased demand for parks and recreation facilities. Pursuant to Section 21.10 of the LAMC, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings. Additionally, the project would be required

Impact?	Explanation	Mitigation Measures
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		to comply with LAMC Section 12.33-C and H as it relates to park fees for projects which require a zone change. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. While the project proposes to provide common and private open space areas, consistent with LAMC Section 12.21-G, the project does not include the construction of recreational facilities which would have an adverse physical effect on the environment. The proposed project would result in a net increase of 32 units, which could result in increased demand for parks and recreation facilities. Pursuant to Section 21.10 of the LAMC, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings. Additionally, the project would be required to comply with LAMC Section 12.33-C and H as it relates to park fees for projects which require a zone change. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.	
XVI. TRANSPORTATION/TRAFFIC			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the project conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The Los Angeles Department of Transportation (LADOT) has reviewed the proposed Project and determined that the Project would generate a net increase of 131 daily trips, 16 a.m. peak hour, and 11 p.m. peak hour trips. The LADOT Referral form, dated May 25, 2017, determined that a traffic study for the proposed project was not required. Based on LADOT traffic impact criteria, the proposed project is not expected to generate significant traffic impacts; therefore, impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project individually or cumulatively exceeded the service standards of the Los Angeles County Metropolitan Transportation Authority (Metro) Congestion Management Program (CMP). This program was created Statewide as a result of Proposition 111 and has been implemented locally by Metro. The CMP for Los Angeles County requires that the traffic impacts of individual development projects of potential regional significance be analyzed. Specific arterial roadways and all State highways comprise the CMP system, and a total of 164 intersections are identified for monitoring throughout Los Angeles County. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add more than 50 trips during either the a.m. or p.m. peak hours. The Project site is located approximately 0.89 miles north of the Santa Monica Freeway and 1.3 miles west of the Golden State Freeway. LADOT has reviewed the Project, and in a referral form dated May 25, 2017, determined that the project would generate a net increase of 16 a.m. peak hour trips and 11 p.m. peak hour trips and determined that a further traffic analysis of the Project was not required. As the project is not expected to add more than 50 trips during both the a.m. or p.m. peak hour, impacts would be less than significant.	

Impact?	Explanation	Mitigation Measures
c.	NO IMPACT	A significant impact would occur if the proposed project would cause a change in air traffic patterns that would result in a substantial safety risk. The proposed project does not include an aviation component or include features that would interfere with air traffic patterns. Therefore, no impact would occur.
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially increase an existing hazardous design feature or introduce incompatible uses to the existing traffic pattern. The proposed project would not include unusual or hazardous design features and the proposed project is compatible with existing uses. As proposed, the project would not require the closure of the public right-of-way. However, in event that it is determined that the public right-of-way must be temporarily closed for construction purposes, the applicant would be required to obtain approval from the Bureau of Street Services and the Department of Building and Safety. Approval for closure of the public right-of-way would be required to be in compliance with LAMC Section 62.45 and 91.3306. The regulations would require that pedestrian protection measures be installed to insure safety of the pedestrian from the construction site and from vehicular traffic. Therefore, impacts would be less than significant.
e.	NO IMPACT	A significant impact may occur if the project design threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. The nearest emergency/disaster routes to the project site are San Pedro Street, approximately 0.18 miles to the west and Alameda Street, approximately 0.42 (City of Los Angeles, General Plan Safety Element Exhibit H, Critical Facilities & Lifeline Systems, 1996). The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not result in inadequate emergency access, and no impact would occur.
f.	NO IMPACT	A significant impact may occur if the proposed project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The proposed project would not require the disruption of public transportation services or the alteration of public transportation routes. Since the proposed project would not modify or conflict with any alternative transportation policies, plans or programs, it would have no impact on such programs.
XVII. TRIBAL CULTURAL RESOURCES		
a.	LESS THAN SIGNIFICANT IMPACT	The project site is currently developed with a three-story residential building and a surface parking lot. As discussed in Section V (a), the project site has not been identified as having potential historic significance and is not listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). As proposed, the project would construct a seven-story residential building and does not propose to construct any subterranean structures. Grading would be minimal in order to accommodate the necessary construction of foundations and infrastructure. As proposed, the project is not anticipated to cause a significant adverse change in the significant of a tribal cultural resource. Therefore, impacts would be less than significant.
b.	LESS THAN SIGNIFICANT IMPACT	Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the

Impact?	Explanation	Mitigation Measures
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		<p>Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. An informational letter was mailed to a total of 10 Tribes known to have resources in this area, on March 29, 2017, describing the Project and requesting any information regarding resources that may exist on or near the Project site. On April 5, 2017, one tribal response was received from the Gabrieleno Band of Mission Indians who requested a consultation due to the site's location within a sensitive area. A consultation was conducted on May 17, 2017 with a representative of the Gabrieleno Band of Mission Indians. The representative requested information regarding the amount of grading, which was indicated to be minimal, and indicated that the site was located in proximity to trade routes in the area, although not directly near the site. As a result of the consultation, it was determined that substantial evidence was not provided to indicate that the proposed project would cause a substantial adverse change in the change of a tribal cultural resource. As previously indicated, the Project does not propose to conduct a substantial amount of grading as the project does not propose to construct any subterranean structures. Therefore, impacts would be less than significant.</p>	
XVIII. UTILITIES AND SERVICE SYSTEMS			
a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). All wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less-than-significant impact related to wastewater treatment requirements.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The net increase of 32 units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan (UWMP). Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. Development of the proposed project would maintain existing drainage patterns; site-generated surface water runoff would continue to flow to the City's storm drain system. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would result in a less-than-significant impact related to existing storm drain capacities.</p>	

Impact?	Explanation	Mitigation Measures
d.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The net increase of 32 units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan (UWMP). Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.</p>
e.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The net increase of 32 units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan (UWMP). Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.</p>
f.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. As the City's own landfills have all been closed and are non-operational, the destinations are private landfills. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the applicable landfill site. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.</p>
g.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. As the City's own landfills have all been closed and are non-operational, the destinations are private landfills. In compliance with</p>

Impact?	Explanation	Mitigation Measures
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		Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the applicable landfill site. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.	
XIX. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	LESS THAN SIGNIFICANT IMPACT	Based on the analysis in this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Implementation of the mitigation measures identified and compliance with existing regulations would reduce impacts to less-than-significant levels.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. Implementation of the mitigation measures identified would reduce cumulative impacts to less-than-significant levels.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures identified and compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.	



AGENDA

LOS ANGELES CITY COUNCIL

Called by the Council President
SPECIAL COUNCIL MEETING
Friday, January 12, 2018 at 10:15 AM

**OR AS SOON THEREAFTER AS
COUNCIL RECESSES ITS
REGULAR MEETING**

JOHN FERRARO COUNCIL CHAMBER
ROOM 340, CITY HALL
200 NORTH SPRING STREET, LOS ANGELES, CA 90012

President	GILBERT A. CEDILLO, First District
HERB J. WESSON, JR., Tenth District	PAUL KREKORIAN, Second District
	BOB BLUMENFIELD, Third District
President Pro Tempore	DAVID E. RYU, Fourth District
MITCHELL ENGLANDER, Twelfth District	PAUL KORETZ, Fifth District
	MONICA RODRIGUEZ, Seventh District
Assistant President Pro Tempore	MARQUEECE HARRIS-DAWSON, Eighth District
NURY MARTINEZ, Sixth District	CURREN D. PRICE, JR., Ninth District
	MIKE BONIN, Eleventh District
	MITCH O'FARRELL, Thirteenth District
	JOSE HUIZAR, Fourteenth District
	JOE BUSCAINO, Fifteenth District

CITY COUNCIL MEETINGS ARE BROADCAST LIVE ON CABLE TELEVISION CHANNEL 35 AND ON THE INTERNET AT: [HTTPS://WWW.LACITY.ORG/YOUR-GOVERNMENT/AUDIOVIDEO/COUNCIL-MEETING-VIDEO](https://www.lacity.org/your-government/audiovideo/council-meeting-video). LIVE COUNCIL MEETINGS CAN ALSO BE HEARD AT: (213) 621-CITY (METRO), (818) 904-9450 (VALLEY), (310) 471-CITY (WESTSIDE) AND (310) 547-CITY (SAN PEDRO AREA)

MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to 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” (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.

As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction

- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

- Verify compliance of the required mitigation measures of the MND;
- Provide a methodology to document implementation of required mitigation;
- Provide a record and status of mitigation requirements;
- Identify monitoring and enforcement agencies;
- Establish and clarify administrative procedures for the clearance of mitigation measures;
- Establish the frequency and duration of monitoring and reporting; and
- Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

MITIGATION MONITORING PROGRAM

Biology

IV-20 Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
 - a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
 - c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, prior to issuance of building permit; or, if vegetation removal, building demolition or grading is initiated during the nesting season, as determined by a qualified biologist

Action Indicating Compliance: if vegetation removal, building demolition, or grading is initiated during the nesting season, submittal of a survey report by a qualified biologist.

IV-90 Tree Removal (Public Right-of-Way)

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

Enforcement Agency: Board of Public Works

Monitoring Agency: Board of Public Works Urban Forestry Division

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once during plan check, once during field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

Noise

XII-20 Increased Noise Levels (Demolition, Grading, and Construction Activities)

- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- A temporary noise control barrier shall be installed on the property line of the construction site abutting residential uses. The noise control barrier shall be engineered to reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 10dBA. The supporting structure shall be engineered and erected according to applicable codes. The temporary barrier shall remain in place until all windows have been installed and all activities on the project site are complete.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy or Use of Land

Public Services

XIV-20 Public Services (Police – Demolition/Construction Sites)

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

Enforcement Agency: Los Angeles Department of building and Safety

Monitoring Agency: Los Angeles Department of building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Field inspection sign-off

Regulatory Compliance Measures

In addition to the Mitigation Measures required of the project, and any proposed Project Design Features, the applicant shall also adhere to any applicable Regulatory Compliance Measures required by law. Listed below is a list of often required Regulatory Compliance Measures. Please note that requirements are determined on a case by case basis, and these are an example of the most often required Regulatory Compliance Measures.

AESTHETICS

- **Regulatory Compliance Measure RC-AE-1 (Hillside): Compliance with Baseline Hillside Ordinance.** To ensure consistency with the Baseline Hillside Ordinance, the project shall comply with the City's Hillside Development Guidelines, including but not limited to setback requirements, residential floor area maximums, height limits, lot coverage and grading restrictions.
- **Regulatory Compliance Measure RC-AE-2 (LA River): Compliance with provisions of the Los Angeles River Improvement Overlay District.** The project shall comply with development regulations set forth in Section 13.17.F of the Los Angeles Municipal Code as applicable, including but not necessarily limited to, landscaping, screening/fencing, and exterior site lighting.
- **Regulatory Compliance Measure RC-AE-3 (Vandalism): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:
 - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
 - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.
- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.
- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
 - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".

- Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

AGRICULTURE and FORESTRY

AIR QUALITY

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
 - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
 - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
 - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
 - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
 - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
 - Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.
- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.
- **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:
 - All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
 - Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.
- **Regulatory Compliance Measure RC-AQ-8 (Wireless Facilities):** If rated higher than 50 brake horsepower (bhp), permit required in accordance with SCAQMD Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Initial Engines and SCAQMD Rule 1110.2 - Emissions from Gaseous- and Liquid- Field Engines.

BIOLOGY

- **(Duplicate of WQ Measure) Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
 - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
 - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.

- *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

CULTURAL RESOURCES

- **Regulatory Compliance Measure RC-CR-1 (Designated Historic-Cultural Resource): Compliance with United States Department of the Interior – National Park Service – Secretary of the Interior’s Standards for the Treatment of Historic Properties.** The project shall comply with the Secretary of the Interior’s Standards for Historical Resources, including but not limited to the following measures:
 - Prior to the issuance of any permit, the project shall obtain clearance from the Department of Cultural Affairs for the proposed work.
 - A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
 - The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.
 - Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.
 - Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.
- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
 - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
 - Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and

other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

- Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
 - Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
 - New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
 - New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
 - **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner:
1104 N. Mission Road
Los Angeles, CA 90033
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

GEOLOGY AND SOILS

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.
- **Regulatory Compliance Measure RC-GEO-3 (Landslide Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
 - ground stabilization
 - selection of appropriate foundation type and depths
 - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measuresThe project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area):** The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:

- ground stabilization
- selection of appropriate foundation type and depths
- selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-5 (Subsidence Area):** Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

HAZARDS AND HAZARDOUS MATERIALS

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**

- **(Asbestos)** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
- **(Lead Paint)** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
- **(Polychlorinated Biphenyl – Commercial and Industrial Buildings)** Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.
- **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.
- **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.
- **Regulatory Compliance Measure RC-HAZ-4 Listed Sites (Removal of Underground Storage Tanks):** Underground Storage Tanks shall be decommissioned or removed as determined by the Los Angeles City Fire Department Underground Storage Tank Division. If any contamination is found, further remediation measures shall be developed with the assistance of the Los Angeles City Fire Department and other appropriate State agencies. Prior to issuance of a use of land or building permit, a letter certifying that remediation is complete from the appropriate agency (Department of Toxic Substance Control or the Regional Water Quality Control Board) shall be submitted to the decision maker.
- **Regulatory Compliance Measure RC-HAZ-5 (Hazardous Materials Site):** Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated,

or that the proposed project will not impede proposed or on-going remediation measures.

HYDROLOGY AND WATER QUALITY

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.
- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.
- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.
- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

- **Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
 - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
 - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
 - *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.
- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

LAND USE AND PLANNING

- **Regulatory Compliance Measure RC-LU-1 (Slope Density):** The project shall not exceed the maximum density permitted in Hillside Areas, as calculated by the formula set forth in Los Angeles Municipal Code Section 17.05-C (for tracts) or 17.50-E (for parcel maps).

MINERAL RESOURCES

NOISE

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

POPULATION AND HOUSING

- **New Regulatory Compliance Measure RC-PH-1 (Tenant Displacement):**

- **Apartment Converted to Condominium** - Prior to final map recordation, and pursuant to the provisions of Section 12.95.2-G and 47.06 of the Los Angeles Municipal Code (LAMC), a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
- **Apartment Demolition** - Prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
- **Mobile Home Park Closure or Conversion to Different Use** Prior to the issuance of any permit or recordation, and pursuant to the provisions of Section 47.08 and 47.09 of the Los Angeles Municipal Code, a tenant relocation plan and mobile home park closure impact report shall be submitted to the Los Angeles Housing Department for review and approval.

PUBLIC SERVICES

Schools

- **Regulatory Compliance Measure RC-PS-1 (Payment of School Development Fee)** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

Parks

- **Regulatory Compliance Measure RC-PS-2 (Increased Demand For Parks Or Recreational Facilities):**
 - (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
 - (*Apartments*) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.
- **Regulatory Compliance Measure RC-PS-3 (Increase Demand For Parks Or Recreational Facilities – Zone Change)** Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

RECREATION

See RC measures above under Parks.

TRANSPORTATION AND TRAFFIC

- **Regulatory Compliance Measure RC-TT-1 (Increased Vehicle Trips/Congestion - West Side Traffic Fee)** Prior to issuance of a Building Permit, the applicant shall

pay a traffic impact fee to the City, based on the requirements of the West Los Angeles Traffic Improvement and Mitigation Specific Plan (WLA TIMP).

PUBLIC UTILITIES AND SERVICE SYSTEMS

Water Supply

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.
- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.
- **Regulatory Compliance Measure RC-WS-3 (New Carwash):** The applicant shall incorporate a water recycling system to the satisfaction of the Department of Building and Safety.
- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Energy

- **Regulatory Compliance Measure RC-EN-1(Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

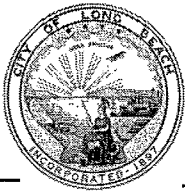
Solid Waste

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.
- **Regulatory Compliance Measure RC-SW-2 (Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management

Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.

- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

LAS VENTANAS



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

P:\Planning\City Council Items (Pending)\2016\5-24-16\Midtown Specific Plan v4.doc

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

333 West Ocean Blvd., 5th Floor

Long Beach, CA 90802

(562) 570-6194

FAX (562) 570-6068

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, 5th 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, 14th 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.¹ Parking per unit is also impacted by decreasing family and household size.²

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.

¹ 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.
² U.S. Census Brureau (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 \$34,000.³ 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.⁴

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.

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.

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Respectfully submitted,

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ADVANCE PLANNING OFFICER

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PLANNING BUREAU MANAGER

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DIRECTOR OF DEVELOPMENT SERVICES

Attachment:

- Exhibit A – Existing PD-29
Exhibit B – Midtown Specific Plan
Exhibit C – Draft and Final EIR
Exhibit D – Zone Change Findings
Exhibit E – CEQA Findings of Fact and Statement of Overriding Considerations
Exhibit F – Census Data (ACS 5-Year)

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)

- 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)

STANDARDS	SUBAREAS 1, 3 & 4	SUBAREAS 2 & 5
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 over-lapping 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.

- 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.

- 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)

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	On/Off-premise sales qualified for exemption	EXP	EXP	EXP	EXP	EXP	Note: For alcoholic beverage sales exempted from the CUP process, see footnote #1. Note: The concentration of existing ABC licenses & the area crime rate are factors considered in reviewing applications for alcohol sales.
	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	
AUTOMOBILE (VEHICLE) USES	Auto Detailing/Car Wash	AP	AP	AP	AP	Y	Note: Mobile license shall be prohibited
	Gasoline Sales	Y	Y	AP	Y	Y	
	General Auto Repair (body work, painting, etc.)	N	C	N	C	AP	
	Minor Auto Repair, Tune Up & Lube, Smog Test	C	AP	N	AP	Y	Note: All outdoor display, storage, service & repair of vehicles is (See Section 21.45)

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
	C	Y	AP	AP	Y	
Motorcycle/Jet Ski Sales & Repair						
	Y	Y	Y	Y	Y	
Parking Service - principal use						
	N	N	N	N	N	
Recreational Vehicle Storage						
	Y	Y	Y	Y	Y	
Rental Agency (does not include repair)						
	N	C	N	C	C	
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)						
	A	A	A	A	A	
Towing						
	C	AP	N	AP	AP	
Vehicle Parts (with installation); Tire Store						
	AP	Y	Y	Y	Y	
Vehicle Parks (w/o installation)						
	N	N	N	N	N	
BILLBOARDS						
	Y	Y	Y	Y	Y	
BUSINESS OFFICE SUPPORT						

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						Note: Entertainment licenses require approval from the City Council		
Amusement Machines (4 or fewer)	A	A	A	A	A			
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	
	AP	AP	AP	AP	AP		
INSTITUTIONAL USES	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	
	A	A	A	A	A		
Shoe-shine Stand							
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	Y	Y	Y	Y	Y		
RESIDENTIAL USES	AP	Y	Y	Y	AP		
Artist Studio with Residence							
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	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	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	Hotels (motels) w/90 rooms or more	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		
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.

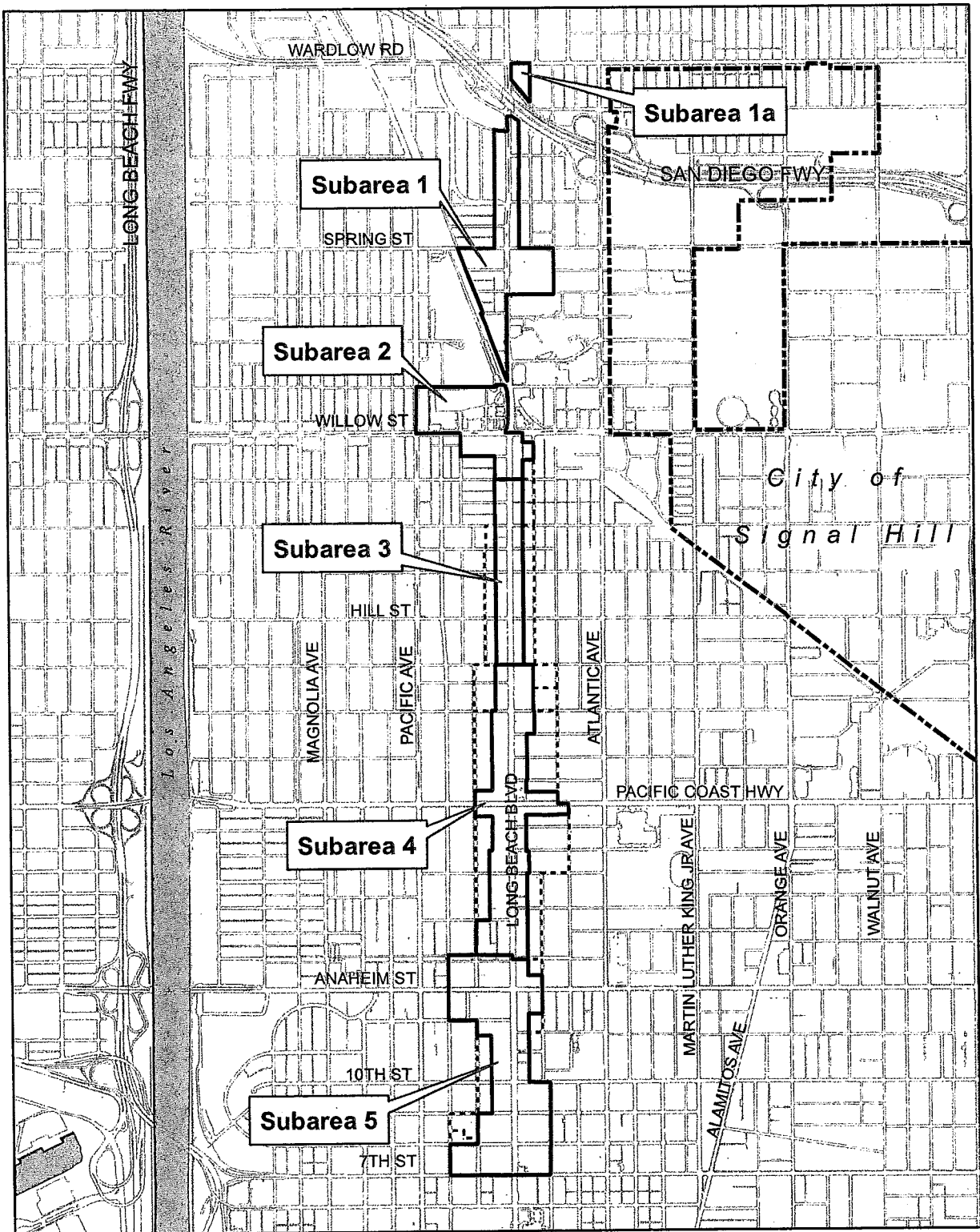
T = Temporary use subject to provisions contained in Chapter 21.53.

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:

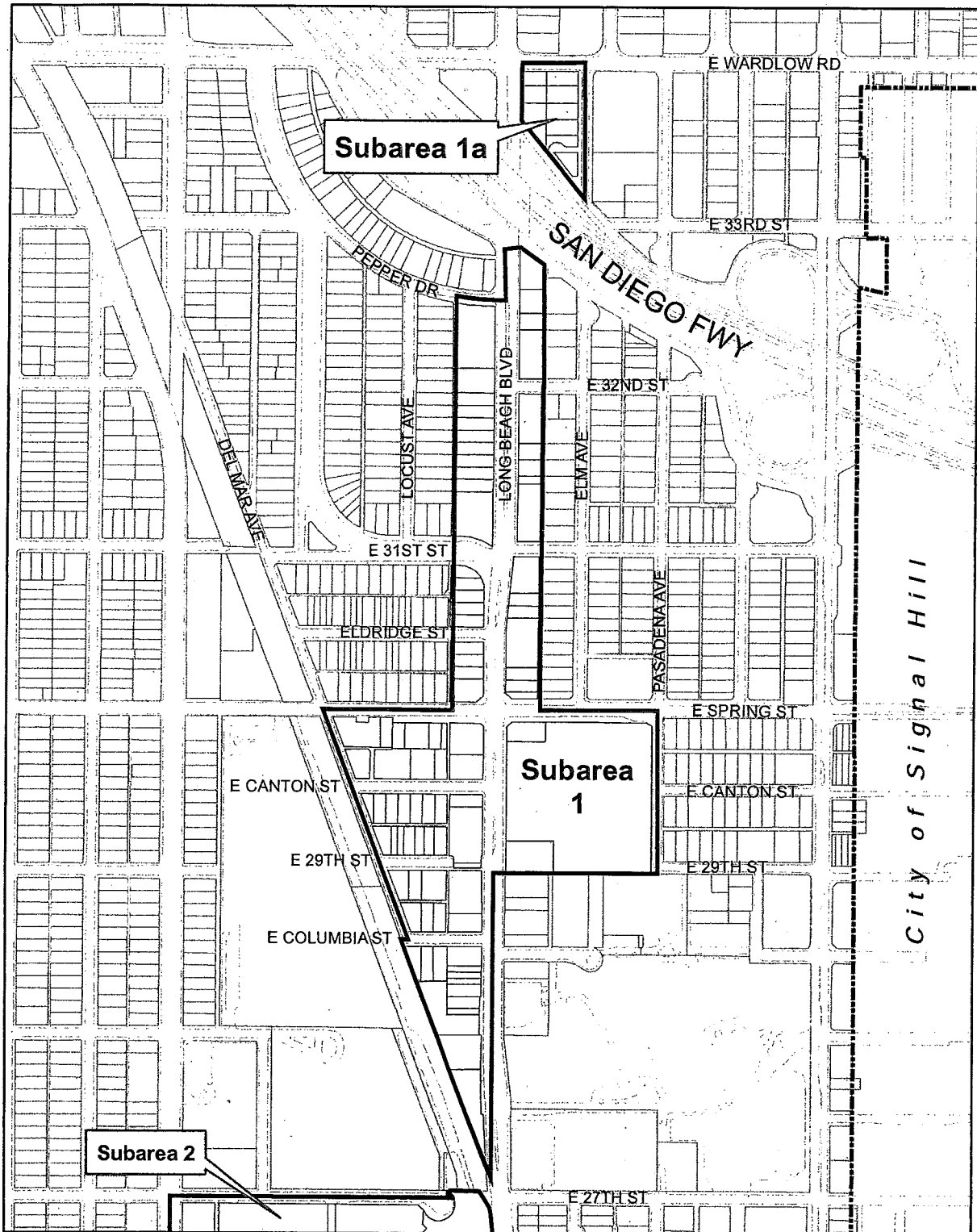
- a. Restaurant with alcoholic beverage service only with meal. This generally means any use with a fixed bar is not exempt. A service bar is not considered a fixed bar. A sushi bar, where alcoholic beverages are served at the same bar where meals are served, is considered serving alcoholic beverages 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)

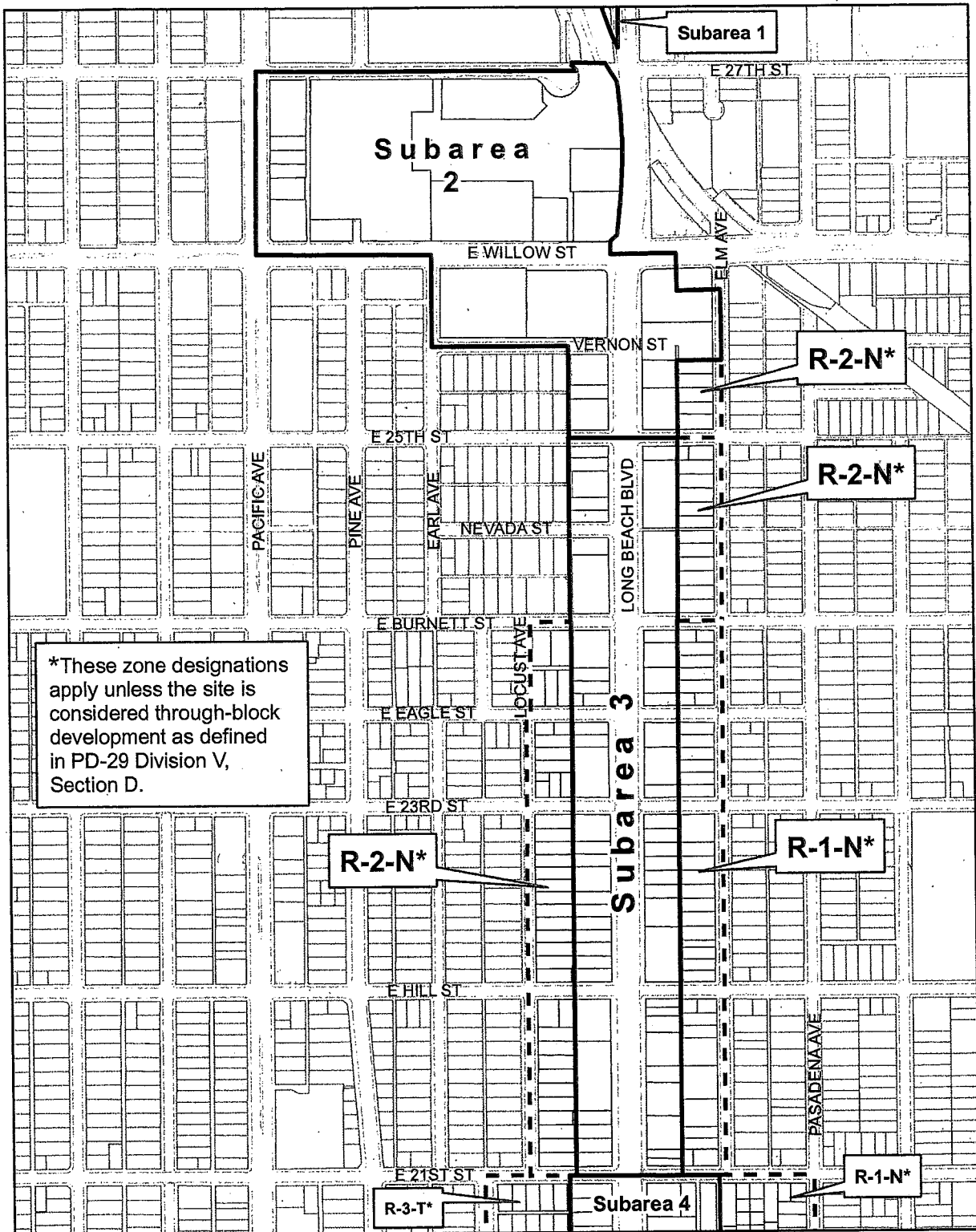




Map 2 of 5
Revised 9/27/07

Long Beach Boulevard Planned Development District (PD-29)

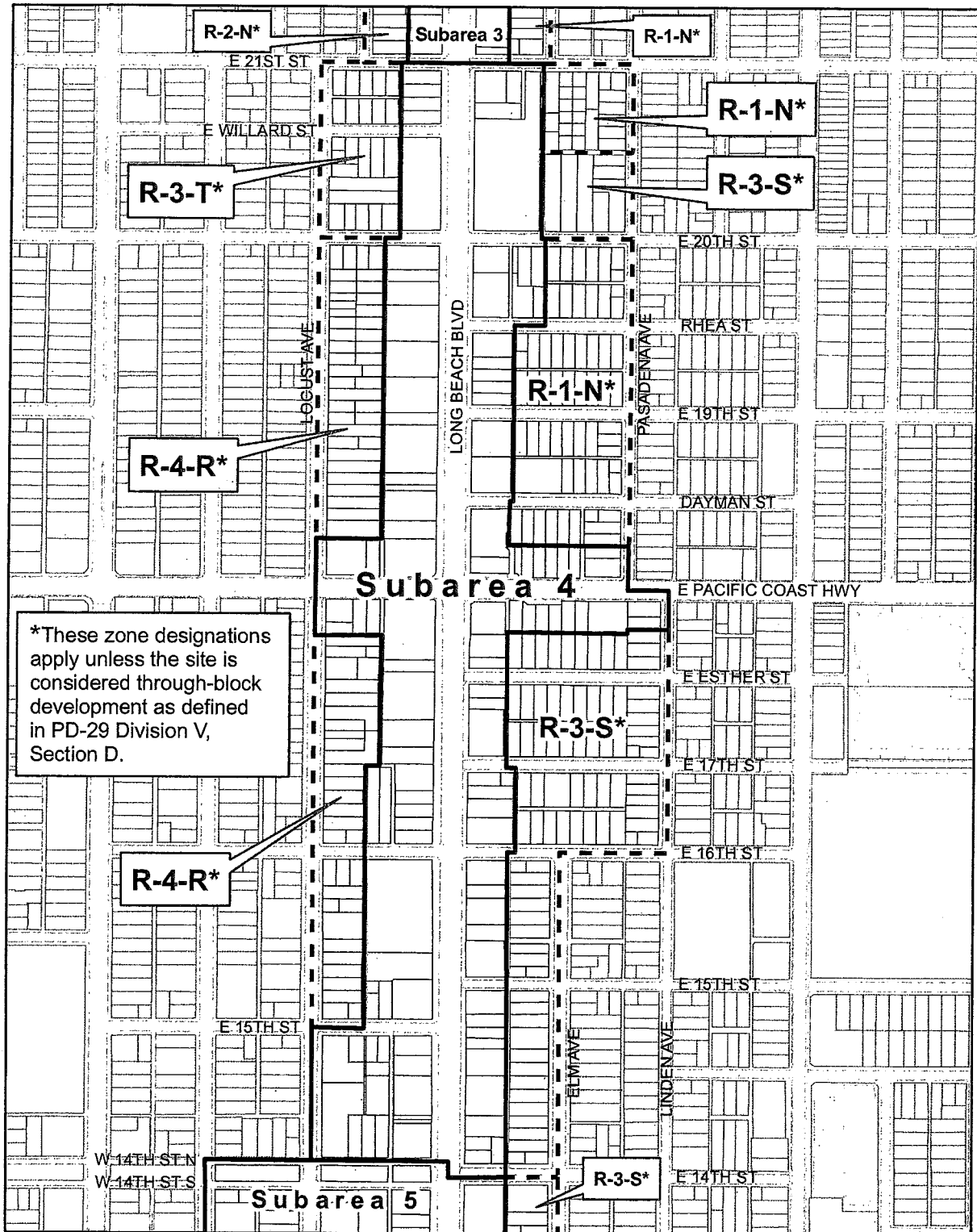




Map 3 of 5
Revised 9/27/07

Long Beach Boulevard Planned Development District (PD-29)



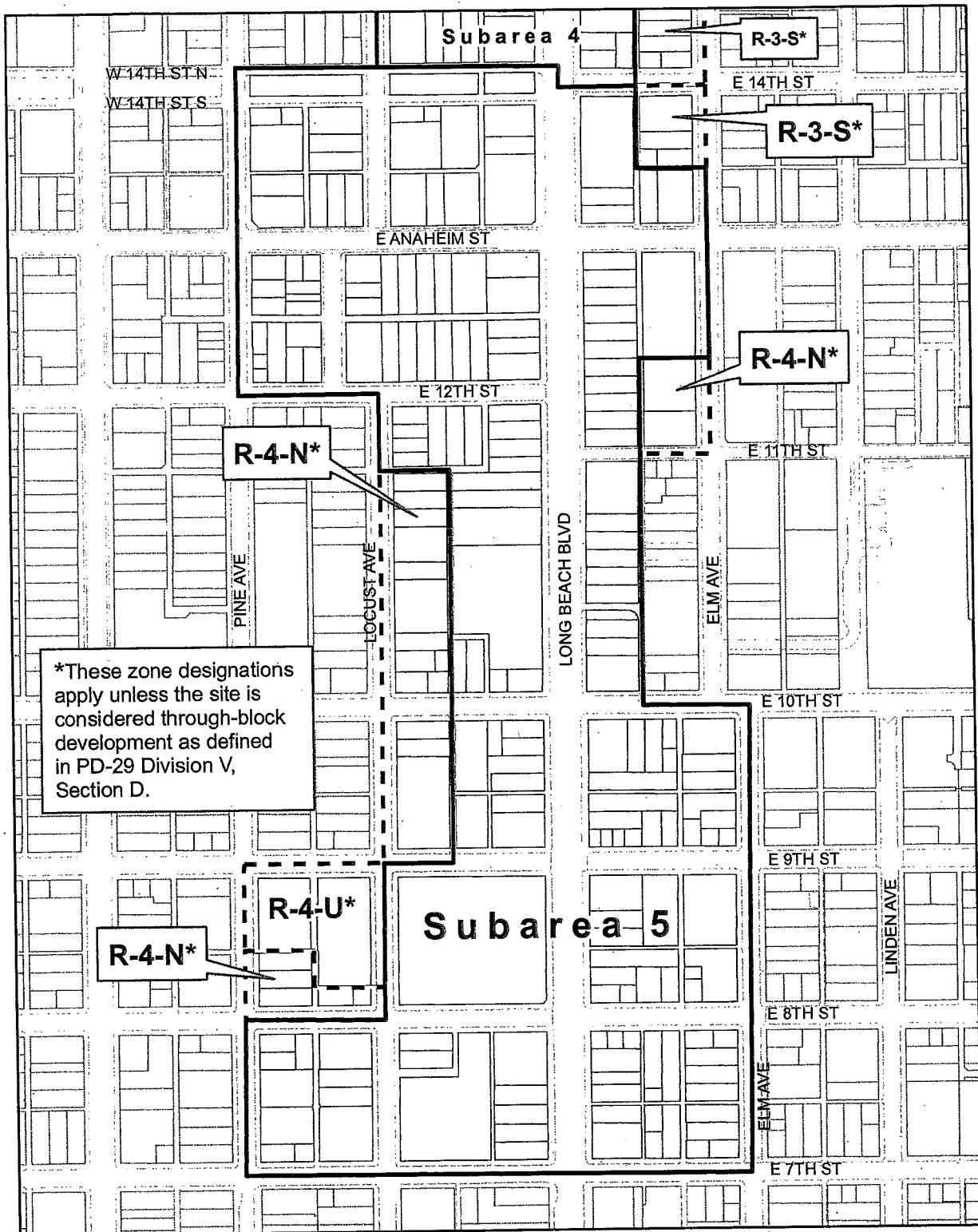


Map 4 of 5

Revised 9/27/07

Long Beach Boulevard Planned Development District (PD-29)





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
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1. Introduction

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

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.
Agencies & Organizations			
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>
DEPARTMENT OF TRANSPORTATION 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 RECEIVED FEB 26 2016 Planning Bureau	 <i>Serious drought. Help save water!</i>
February 22, 2016		
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:		
<p>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.</p>		
<p>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.</p>	A1-1	
<p>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.</p>	A1-2	
<p><i>"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"</i></p>		

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.

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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

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

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, 5th 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

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Midtown Specific Plan
LACMTA Comments
February 25, 2015

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. 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
LACMTA Comments
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

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APPENDIX D - GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS PAGE D-2

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

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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.

2010 Congestion Management Program for Los Angeles County

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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.

2010 Congestion Management Program for Los Angeles County

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APPENDIX D - GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS PAGE D-5

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.

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- ☐ 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.

2010 Congestion Management Program for Los Angeles County

2. Response to Comments

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

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

1

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

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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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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.

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- 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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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.

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- 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

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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 to 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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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

[Recording 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
<small>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.</small>	
State of California)	
County of _____)	
On _____ before me, _____	
<small>Date</small>	<small>Here Insert Name and Title of the Officer</small>
personally appeared _____	
	<small>Name(s) of Signer(s)</small>
 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 _____	
<small>Signature of Notary Public</small>	
<small>Place Notary Seal Above</small>	
OPTIONAL	
<small>Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.</small>	
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: _____
<small>©2014 National Notary Association • www.NationalNotary.org • 1-800-US NOTARY (1-800-876-6827) Item #5907</small>	

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

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	GRACE ROBINSON HYDE <i>Chief Engineer and General Manager</i>
February 25, 2016	
Ref File No.: 3586660	
Mr. Craig Chalfant, Planner Development Services Department City of Long Beach 333 West Ocean Boulevard, 5 th Floor Long Beach, CA 90802	City of Long Beach RECEIVED FEB 29 2016 Planning Bureau
Dear Mr. Chalfant:	
<u>Comment Letter for the Midtown Specific Plan</u>	
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:	
<u>3. PROJECT DESCRIPTION</u>	
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 , Wastewater & Sewer Systems, click on Will Serve Program, and click on the <u>Table 1, Loadings for Each Class of Land Use</u> link.	A4-1
<u>5.14 UTILITIES AND SERVICE SYSTEMS</u>	
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
DOC: #3630723.D03	

2. Response to Comments

Mr. Craig Chalfant

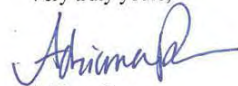
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February 25, 2016

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

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.

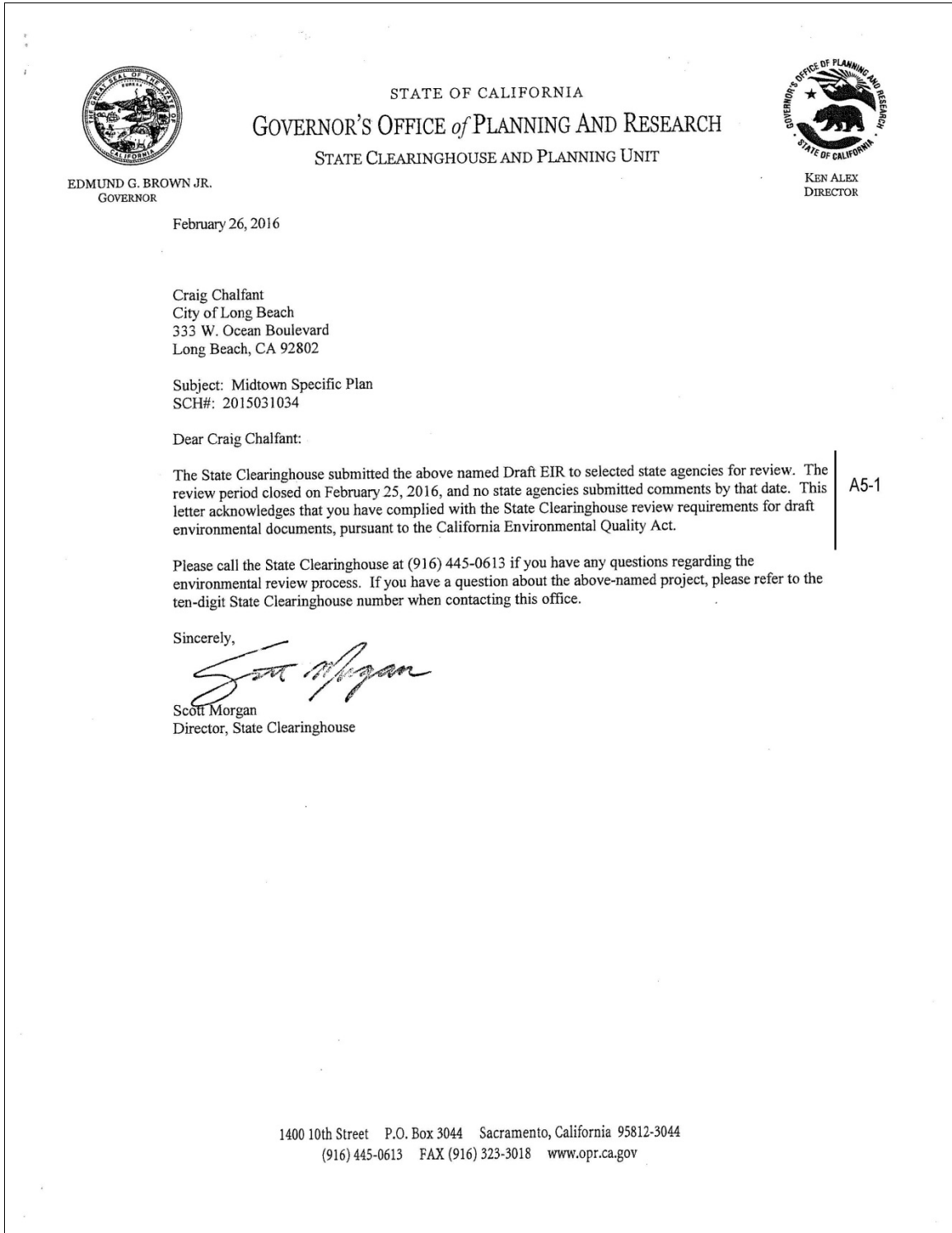
A4-2 The commenter stated that in determining the impact on the sewerage system and applicant connection fees, the Sanitation District's Chief Engineer will determine the user category (e.g., condominium, single-family home, etc.) that best represents the actual or anticipated use of the parcel or facilities 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)



2. Response to Comments

Document Details Report State Clearinghouse Data Base			
SCH#	2015031034		
Project Title	Midtown Specific Plan		
Lead Agency	Long Beach, City of		
Type	EIR Draft EIR		
Description	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).		
Lead Agency Contact			
Name	Craig Chalfant		
Agency	City of Long Beach		
Phone	562-570-6368	Fax	
email			
Address	333 W. Ocean Boulevard		
City	Long Beach	State	CA Zip 92802
Project Location			
County	Los Angeles		
City	Long Beach		
Region			
Lat / Long	34° 47' 50" N / 118° 11' 22" W		
Cross Streets	Long Beach Boulevard from Anaheim Street (south) to Wardlow Avenue (north)		
Parcel No.	Various		
Township	4S	Range	013W Section Base SB
Proximity to:			
Highways	SR-1, I-405, I-710		
Airports	Long Beach (LGB)		
Railways	Metro Blue Line, Union Pacific		
Waterways	LA River, LA Harbor, Dominguez Channel, Compton Creek		
Schools	Various		
Land Use	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.		
Project Issues	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		
Reviewing Agencies	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		
Note: Blanks in data fields result from insufficient information provided by lead agency.			

March 2016

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

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.

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 CO₂e 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.

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 CO₂e 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.

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

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.

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**:

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.

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.

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.

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.

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.

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.

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.

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.

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.

Wastewater Treatment

Under the existing conditions, average daily sewer flows from the Project Site are estimated at 1.03 million gallons per day (Fusco 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 ¹				JWPCP Projected Wastewater Flows for 2035
	Estimate for January 2015, CDF	Projection for 2035, SCAG ²	Increase for 2015-2035	Percent Increase, 2015-2035	
263 <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

¹ 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.

² 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

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.

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.

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.

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.

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.

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 CO₂e 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.

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 CO₂e 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).

RESOLUTION NO.

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

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

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,

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

**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

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.

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.

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

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

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.

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.

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.

Impact 5.4-3 Future development within certain areas of the Project Site could subject persons and structures to hazards from liquefaction.

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.

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.

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

Impact 5.5-2 The Proposed Project would not conflict with plans adopted for the purpose of reducing GHG emissions.

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

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.

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

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 85th-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.

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.**

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.

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

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.

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.

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.

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.

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

Impact 5.10-1 Buildout of the Proposed Project would result in population, housing, and employment growth in the City of Long Beach.

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

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.

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.

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.

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.

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.

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.

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.

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

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.

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.

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

Impact 5.13-2 Project-related traffic would not result in significant impacts to congestion management plan facilities in the study area.

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.

Impact 5.13-3 The Proposed Project complies with adopted policies, plans, and programs for alternative transportation.

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.

1.2. Utilities and Service Systems

Impact 5.14-2 Water supply and distribution systems are adequate to meet the requirements of the Proposed Project.

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.

Impact 5.14-3 Existing solid waste facilities could accommodate the solid waste that would be generated by the Proposed Project.

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.

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.

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

Impact 5.3-1 **Implementation of the Proposed Project could result in an impact on known and/or unknown historical resources.**

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/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

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.

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 hazards 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.

Impact 5.6-2 Certain sites within the Project Site are included on a list of hazardous materials sites.

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

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

Impact 5.8-1 Project implementation would conflict with an applicable plan adopted for the purpose of avoiding or mitigating and environmental effect.

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 are 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 other 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

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.

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.

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.

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 anytime.

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

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 27th 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

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.

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

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 (PM₁₀ and PM_{2.5}) 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 PM₁₀, PM_{2.5}, VOC, NO_x, SO_x, 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_x. The primary source of NO_x emissions is vehicle and construction equipment exhaust. NO_x is a precursor to the formation of both O₃ and particulate matter (PM₁₀ and PM_{2.5}). VOC is produced by equipment exhaust and off-gas of architectural coatings and paving. VOC is a precursor to the formation of O₃. Project-related emissions of VOC and NO_x would contribute to the O₃, NO₂, PM₁₀, and PM_{2.5} 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 PM₁₀ and PM_{2.5} 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, PM₁₀-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.

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_x, CO, PM₁₀, and PM_{2.5}. 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_x that exceed the SCAQMD regional threshold would cumulatively contribute to the O₃ nonattainment designation of the SoCAB. Emissions of NO_x that exceed SCAQMD's regional significance thresholds would cumulatively contribute to the O₃ and particulate matter (PM₁₀ and PM_{2.5}) nonattainment designations of the SoCAB. Emissions of PM₁₀ and PM_{2.5} would contribute to the PM₁₀ and PM_{2.5} 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.

Impact 5.2-3 Construction activities related to buildout of the Proposed Project could expose sensitive receptors to substantial pollutant concentrations.

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.

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.

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

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 MTCO₂e.

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 MTCO₂e annually from project-related operational activities would exceed SCAQMD's draft bright-line screening threshold of 3,000 MTCO₂e 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 MTCO₂e/year/SP to 5.5 MTCO₂e/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 MTCO₂e/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 state 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

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 (PM₁₀ and PM_{2.5}), nonattainment for lead (Los Angeles County only) under the California and National Ambient Air Quality Standards (AAQS), and nonattainment for nitrogen dioxide (NO₂) 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_x, CO, PM₁₀, and PM_{2.5}.

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 MTCO₂e/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

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 Officer 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

Mitigation Measure		Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
						Responsible Monitoring Party	Project Mitigation Monitor
5.2 AIR QUALITY							
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 ₁₀ and PM _{2.5} 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"> 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, PM10-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 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.	During construction activities	Project Applicant and Construction Contractor	Long Beach Development Services Department	Long Beach Development Services Department		

Mitigation Monitoring and Reporting Program

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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
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	<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"> 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. 	Prior to the issuance of building permits	Property Owner/Developer	Long Beach Development Services Department	Long Beach Development Services Department		

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AQ-6	<p>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"> 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 	Prior to the issuance of building permits	Property Owner/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	
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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"> For rental units, the property owner/developer shall maintain and replace MERV filters in accordance with the manufacturer's recommendations. 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. 						
5.3 CULTURAL RESOURCES							
CUL-1	<p>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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	Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
						Responsible Monitoring Party	Project Mitigation Monitor
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>A. Rehabilitation According to the Secretary of the Interior's Standards</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: http://www.nps.gov/tps/standards/rehabilitation/rehab/stand.htm.</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>			

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					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. Retention/On-Site Relocation- For Proposed Demolition</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>						

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					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>c. Third Party Sale</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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					Responsible Monitoring Party	Project Mitigation Monitor
<p>However, all other requirements outlined in this mitigation measure shall apply.</p> <p>D. Recordation</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: http://www.nps.gov/history/local-Haw/arch_stnds_6.htm. http://www.nps.gov/history/hdp/standards/index.htm.</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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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>E. Salvage and Reuse</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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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>F. Other Optional Interpretive, Commemorative, or Educational Measures</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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Mitigation Measure		Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
						Responsible Monitoring Party	Project Mitigation Monitor
5.6 HAZARDS AND HAZARDOUS MATERIALS							
HAZ-1	<p>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">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	Prior to the issuance of demolition 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
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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Mitigation Measure		Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
						Responsible Monitoring Party	Project Mitigation Monitor
5.7 HYDROLOGY AND WATER QUALITY							
HYD-1	<p>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">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.	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		
HYD-2	<p>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		

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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
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		
5.8 LAND USE AND PLANNING							
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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5.9 NOISE							
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">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.	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	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. 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		

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	Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
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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		
5.13 TRANSPORTATION AND TRAFFIC							
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		

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					Responsible Monitoring Party	Project Mitigation Monitor
<p>Existing (2014) With Project Improvements</p> <ul style="list-style-type: none"> 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. <p>Cumulative Year (2035) With Project Improvements</p> <ul style="list-style-type: none"> 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 27th Street: Construct a traffic signal at the intersection. 						

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						Responsible Monitoring Party	Project Mitigation Monitor
5.14 UTILITIES AND SERVICE SYSTEMS							
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.	Prior to the issuance of grading permits	Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		
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.	Prior to the issuance of grading permits	Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		

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.

20 //

21 //

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OFFICE OF THE CITY ATTORNEY
CHARLES PARKIN, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

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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

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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Strategic Economics, Sujata Srivastava, Principal
Fuscoe 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.

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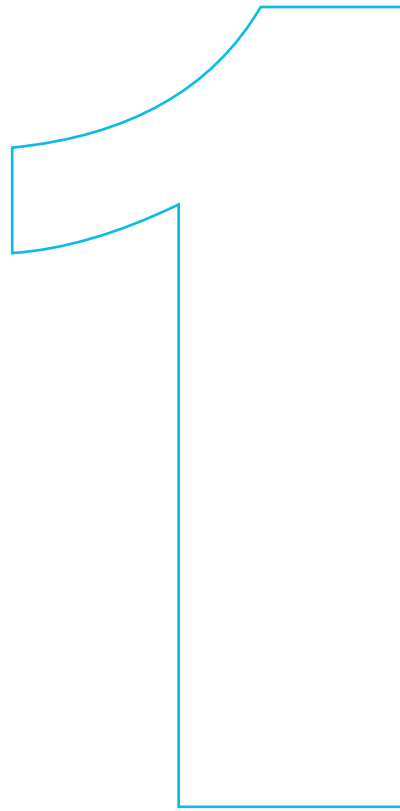
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SUMMARY

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.

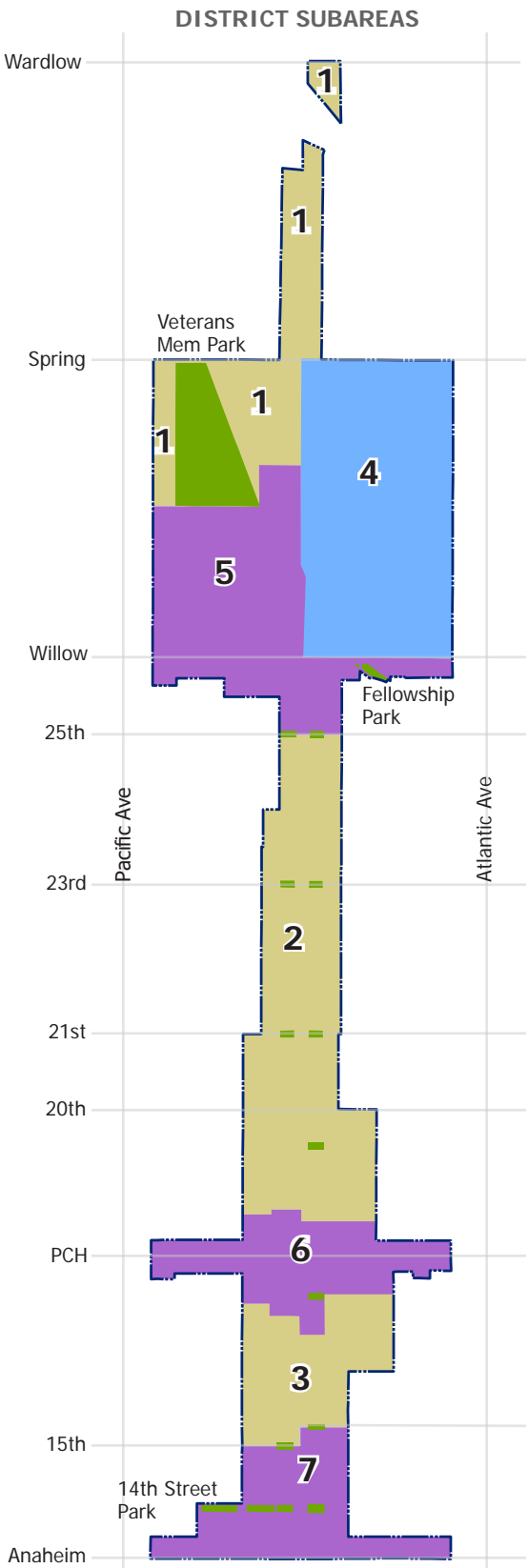
Open Space (OS)

The Open Space District identifies existing areas reserved for community and mini-parks and creates new space for parks.

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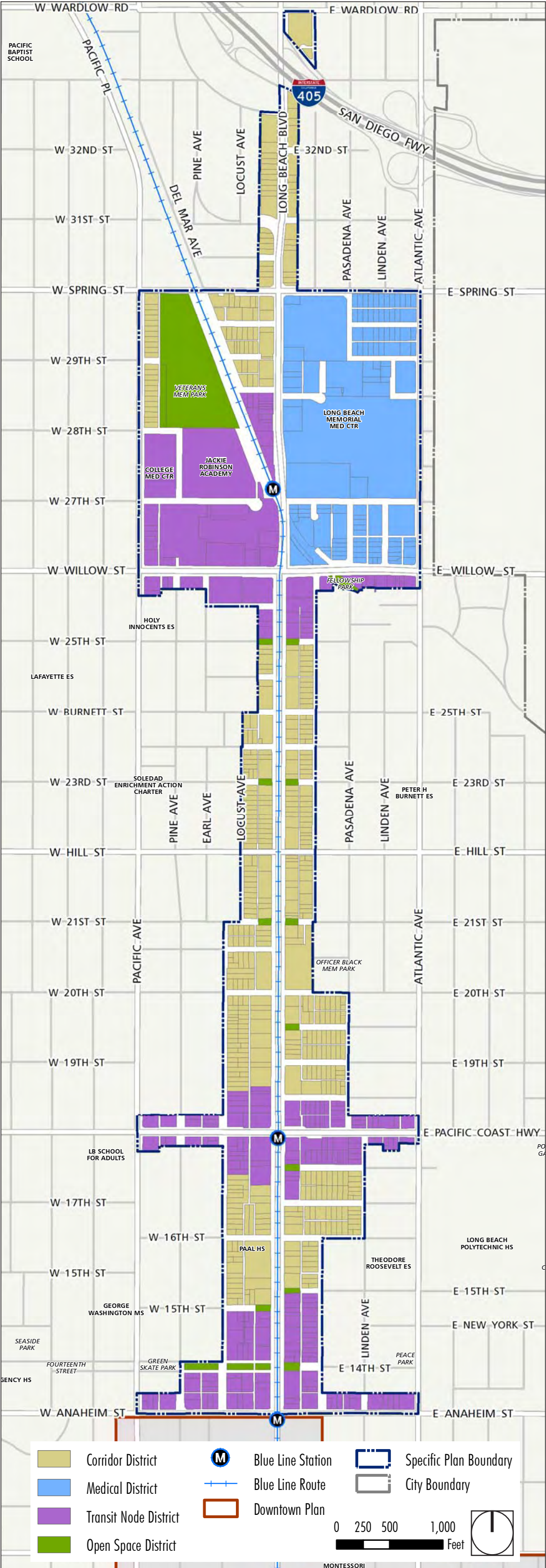
TABLE 1-1 LAND USE SUMMARY BY DISTRICT

Land Use Summary by District					
District	Acres	Typical Density (per ac)	Dwelling Units	Comm/Employ Sq Ft	Hotel Rooms/Hospital Beds
Corridor Districts					
1	22	15-40	408	274,766	---
2	51	15-40	924	331,815	---
3	20	15-40	450	92,663	---
Total	93	-	1,782	699,244	---
Medical District					
4	63	20-30	300	757,600	854 beds
Total	63	-	300	757,600	854 beds
Transit Node Districts					
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	---
Total	83	-	1,537	1,540,421	277 rooms/148 beds
OS ¹	18	-	-	-	-
ROW	112	-	-	-	-
Total	369	-	3,619	2,997,265	277 rooms/983 beds
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.					



This map divides the land use districts into subareas to summarize the approximate distribution of development potential throughout the Midtown Specific Plan.

FIGURE 1-1 LAND USE 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	
	HUD CDBG	X	X	X	X	X
Other Tools	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

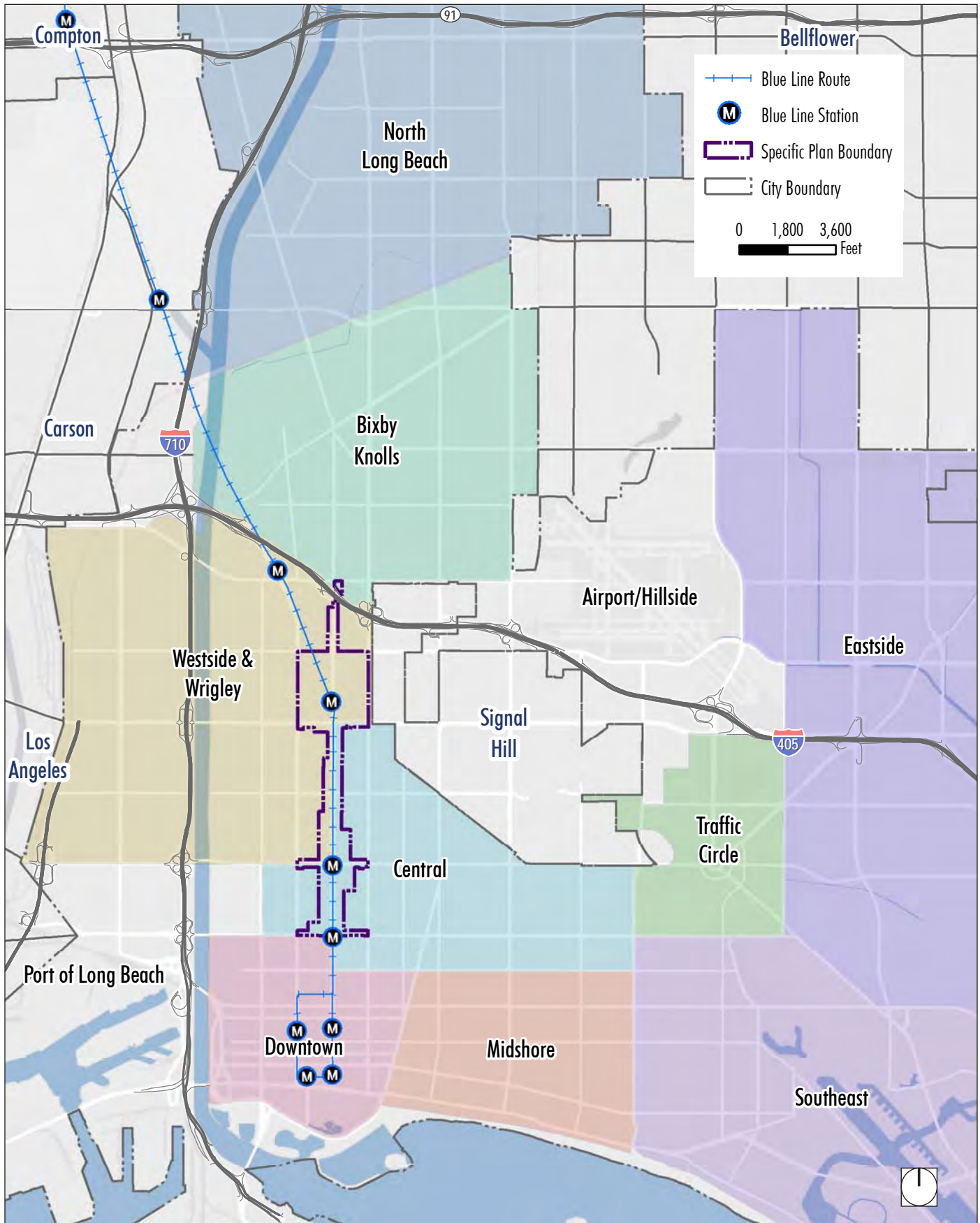
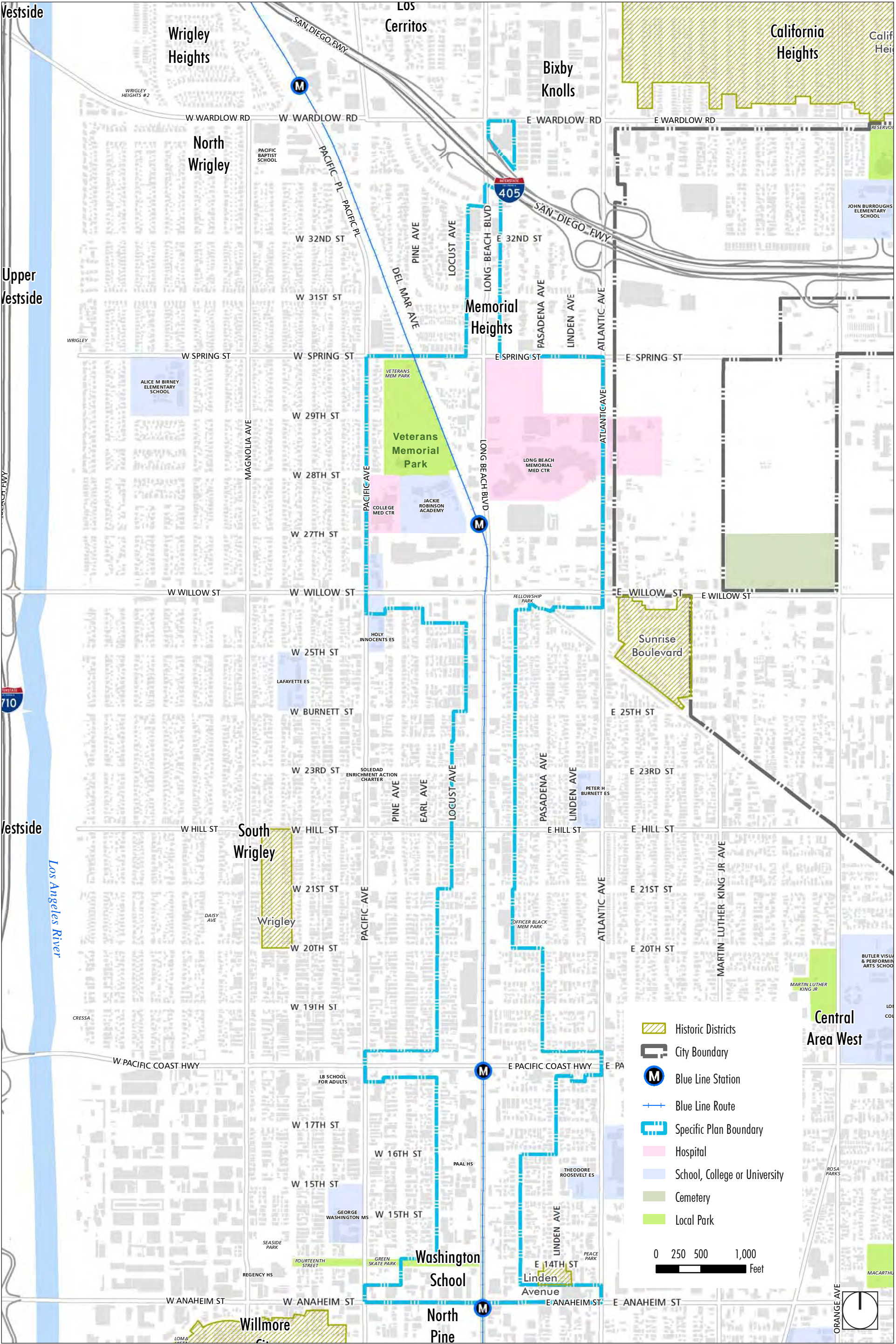


FIGURE 2-2 LOCAL CONTEXT



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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.



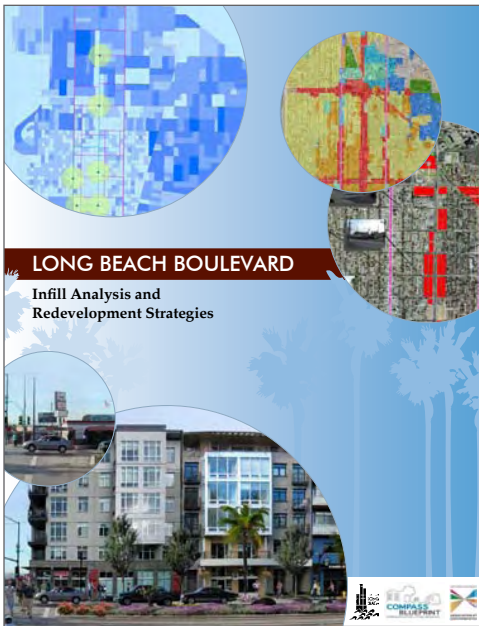
The Blue Line opened in July 1990, reestablishing passenger rail service from Long Beach to LA.

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.



The corridor contains a wide variety of single- and multifamily housing, commercial and service businesses, and medical facilities.

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

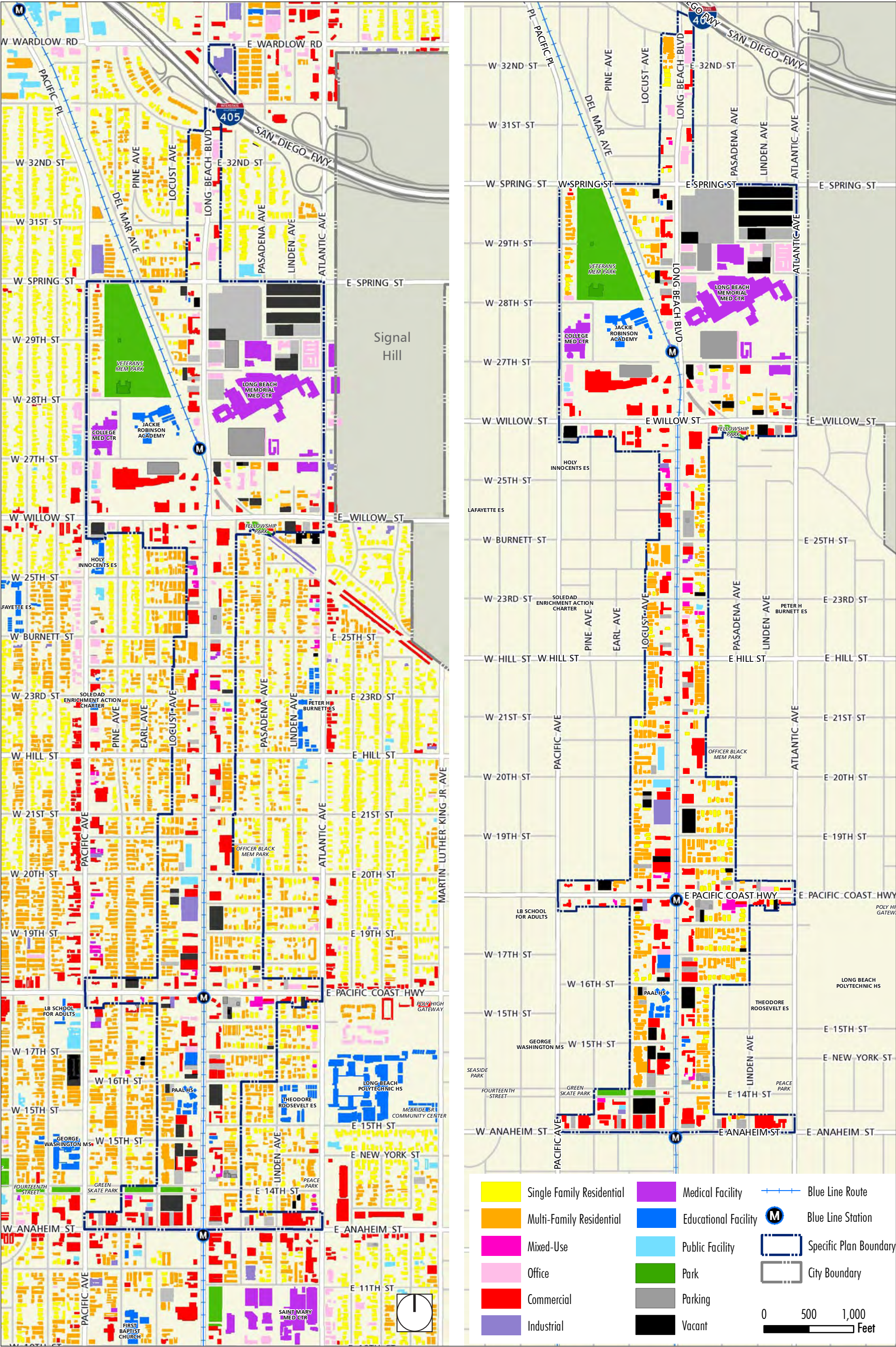
A wide variety of land uses can be found within and around the Long Beach Boulevard Midtown project area. Figure 2-3 illustrates the pattern of existing land uses as of 2014 by building footprint and land use type—both around and within the project area.

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

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.

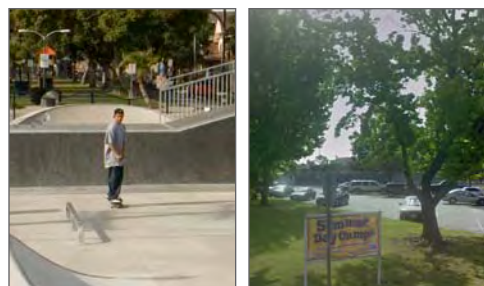
Open Space and Recreation. Like many urbanized corridors in Southern California, few recreation and open space areas can be found along or near Long Beach Boulevard. The northern and southern portions of the corridor have access to open space, but the central portion of the project area is largely devoid 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

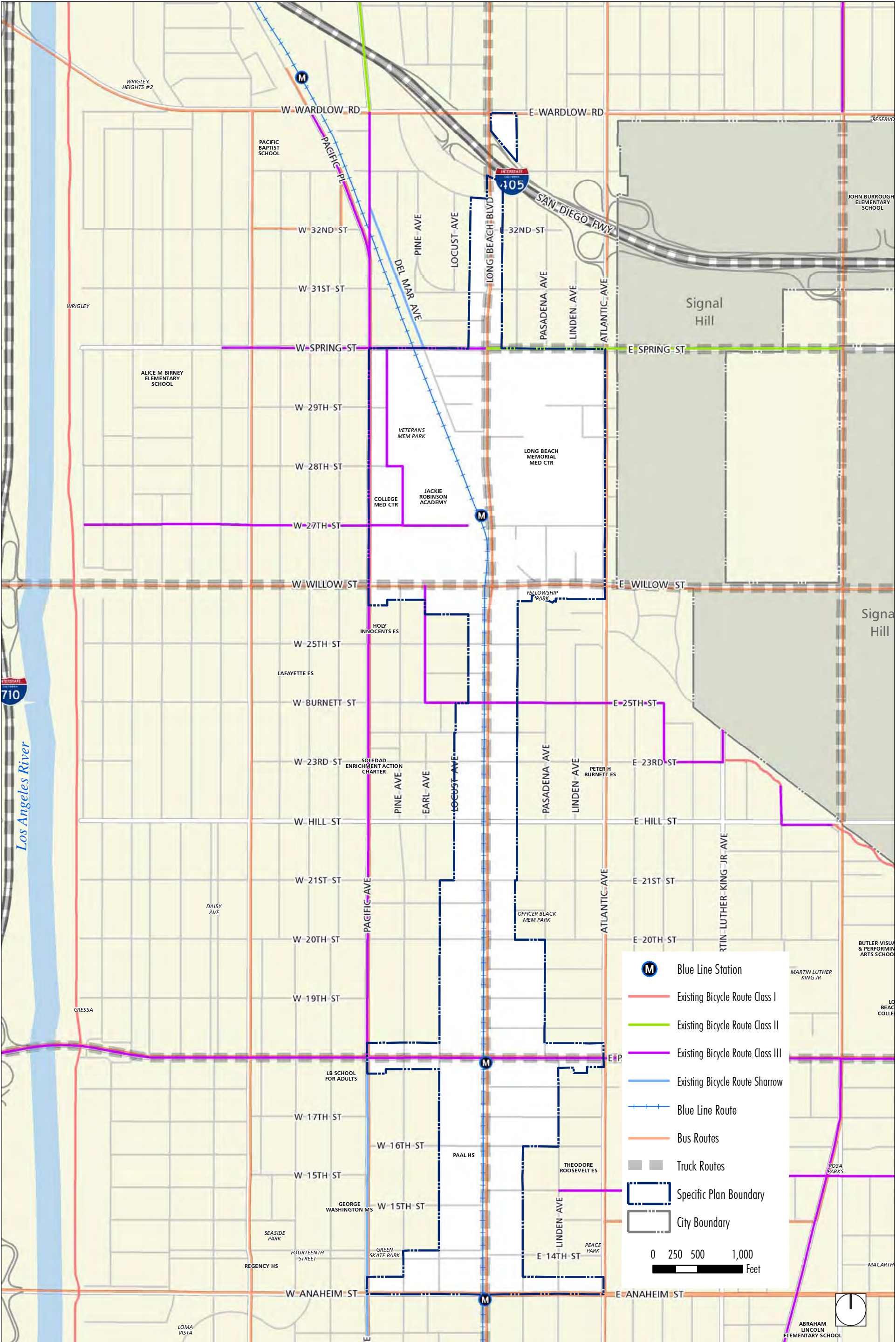
Overall Structure. Long Beach Boulevard possesses many of the attributes required to support a vibrant, mixed-use, transit-oriented district. The area is well served by regional bus and rail transit; streets are laid out in a traditional grid with smaller block circumferences that provide multiple travel 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.



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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.

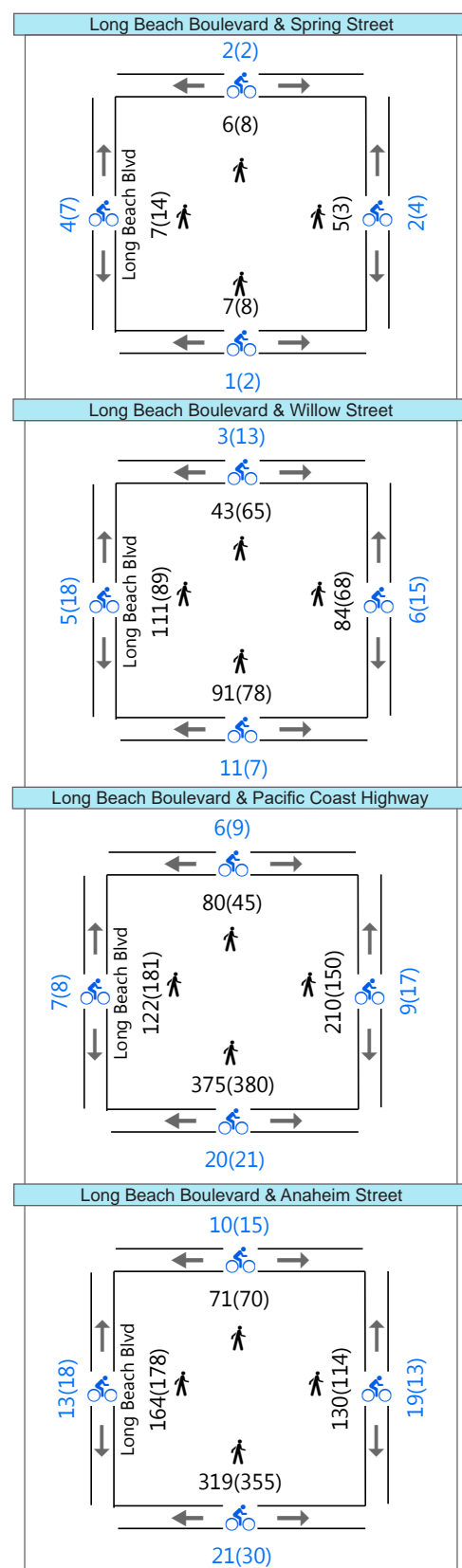
For example, a blue fence was installed around 2008, dividing the two-way movement of the Metro Blue Line as a safety measure to prohibit midblock crossing except in designated areas. This created a major disconnect between land uses on both sides of Long Beach Boulevard, and trash collects at the base 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

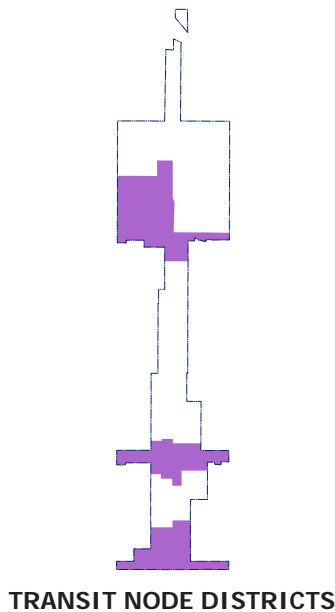
The ideas and plans presented in this Specific Plan were generated by close coordination with the existing resident, business, property owner, and development communities. Working with and for the community does not stop after the adoption of the Plan. This Plan places special emphasis on coordinating 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.



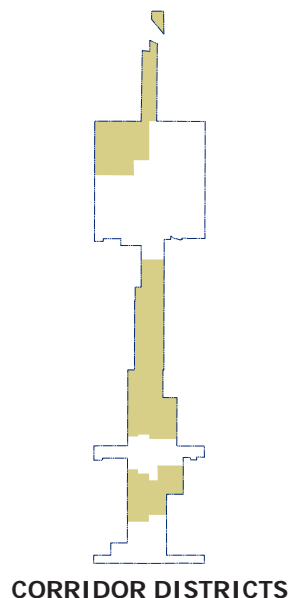
Transit Node (TN)

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.

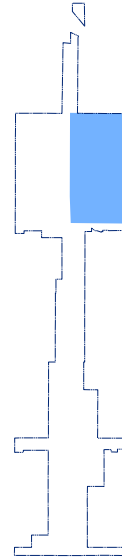
Medical (M)

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.

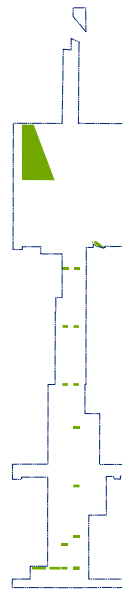
The district has the widest range of building types and multiple parking structures at varying heights and intensities. In addition to improved buildings, pedestrian access, and landscaping improvements on campus, the medical center is committed to improving the health and well-being of the community 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

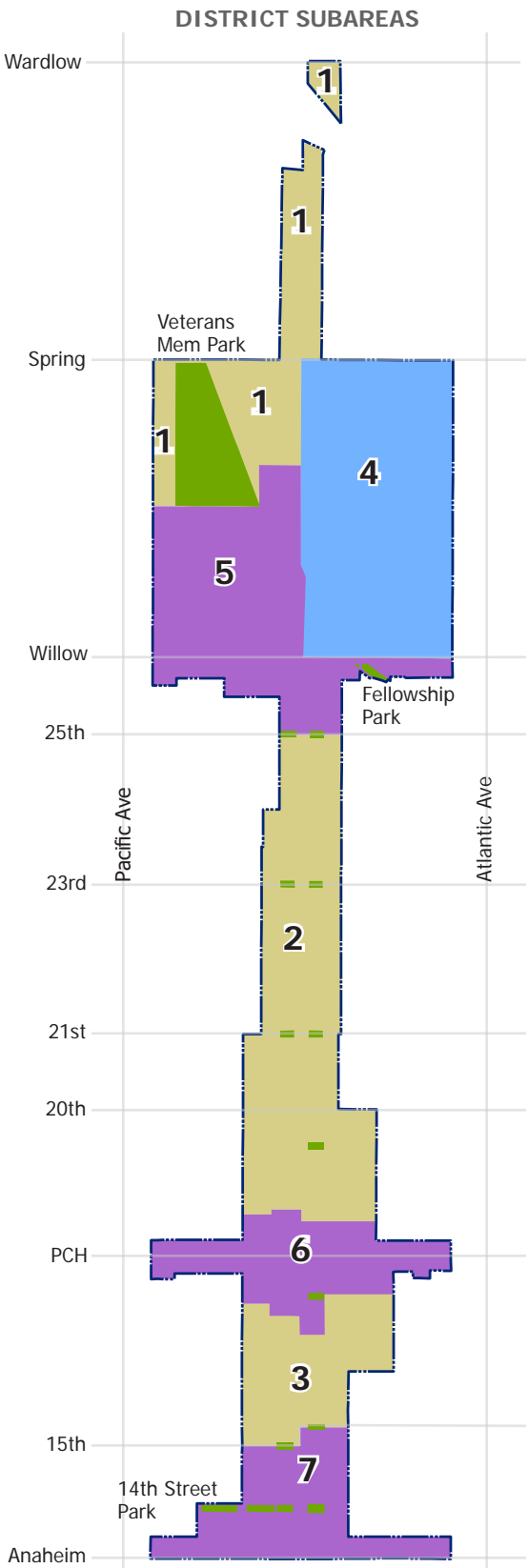
As part of the redevelopment strategy for the former Central Long Beach Redevelopment Project Area, several parcels were assembled along the Long Beach Boulevard corridor to provide strategic investment for affordable housing development. These parcels are identified on Figure 3-3, Parcels Owned by the 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

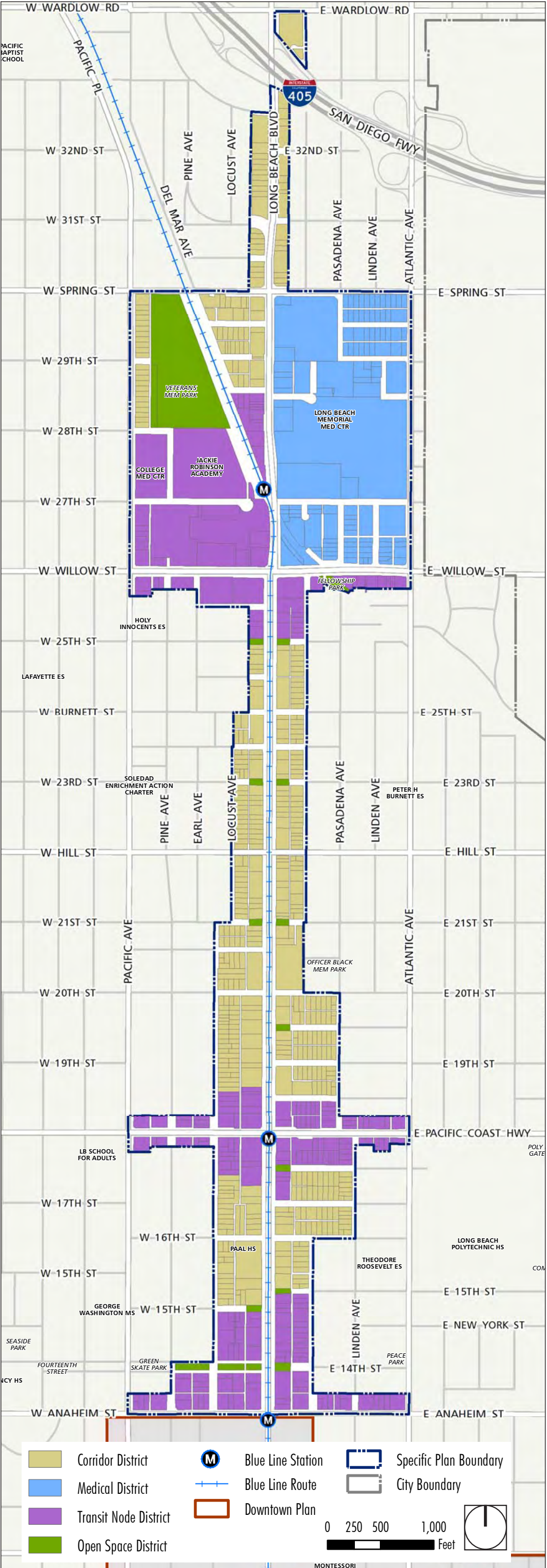
Land Use Summary by District					
District	Acres	Typical Density (per ac)	Dwelling Units	Comm/Employ Sq Ft	Hotel Rooms/Hospital Beds
Corridor Districts					
1	22	15-40	408	274,766	---
2	51	15-40	924	331,815	---
3	20	15-40	450	92,663	---
Total	93	-	1,782	699,244	---
Medical District					
4	63	20-30	300	757,600	854 beds
Total	63	-	300	757,600	854 beds
Transit Node Districts					
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	---
Total	83	-	1,537	1,540,421	277 rooms/148 beds
OS ¹	18	-	-	-	-
ROW	112	-	-	-	-
Total	369	-	3,619	2,997,265	277 rooms/983 beds

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.



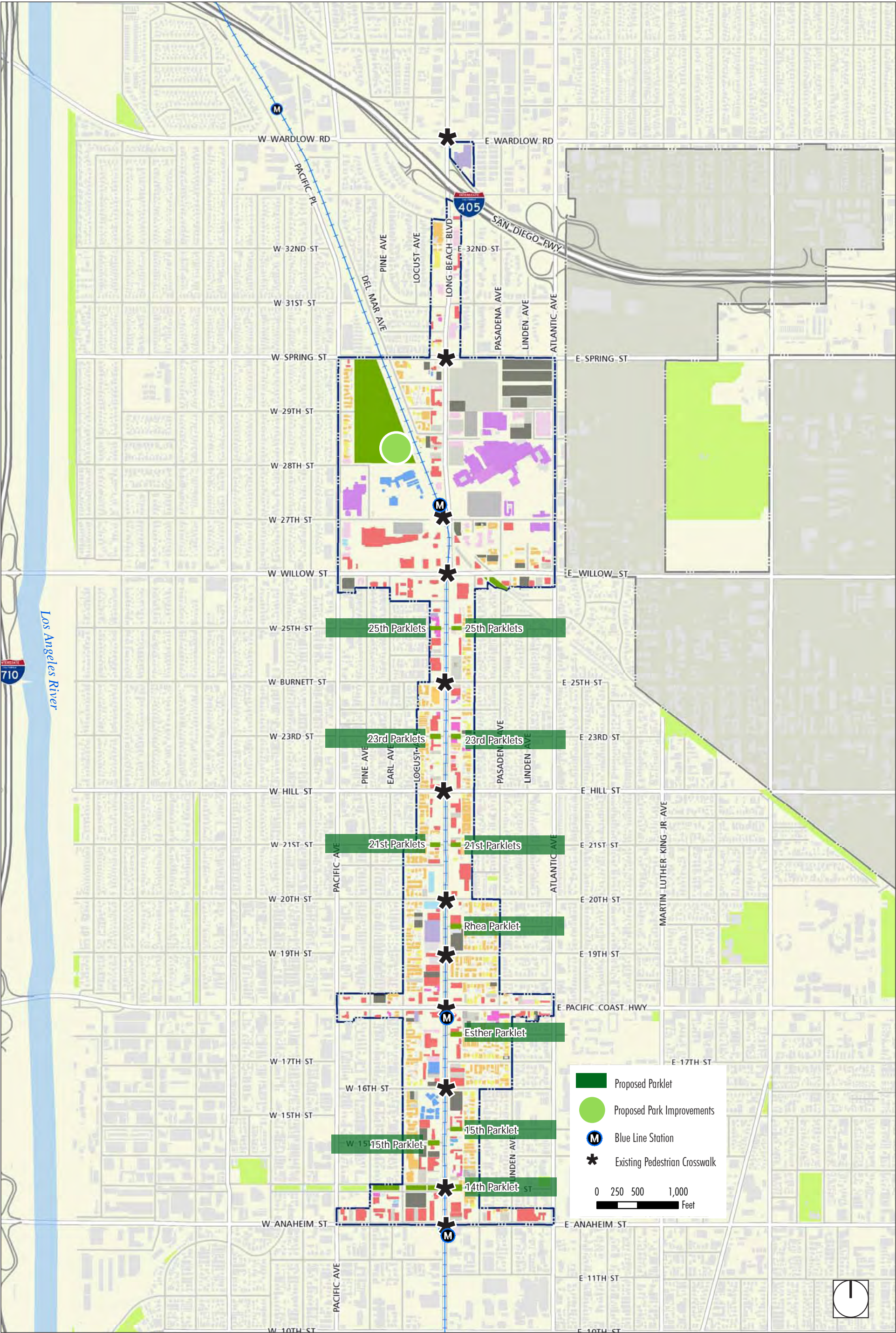
This map divides the land use districts into subareas to summarize the approximate distribution of development potential throughout the Midtown Specific Plan.

FIGURE 3-1 LAND USE PLAN



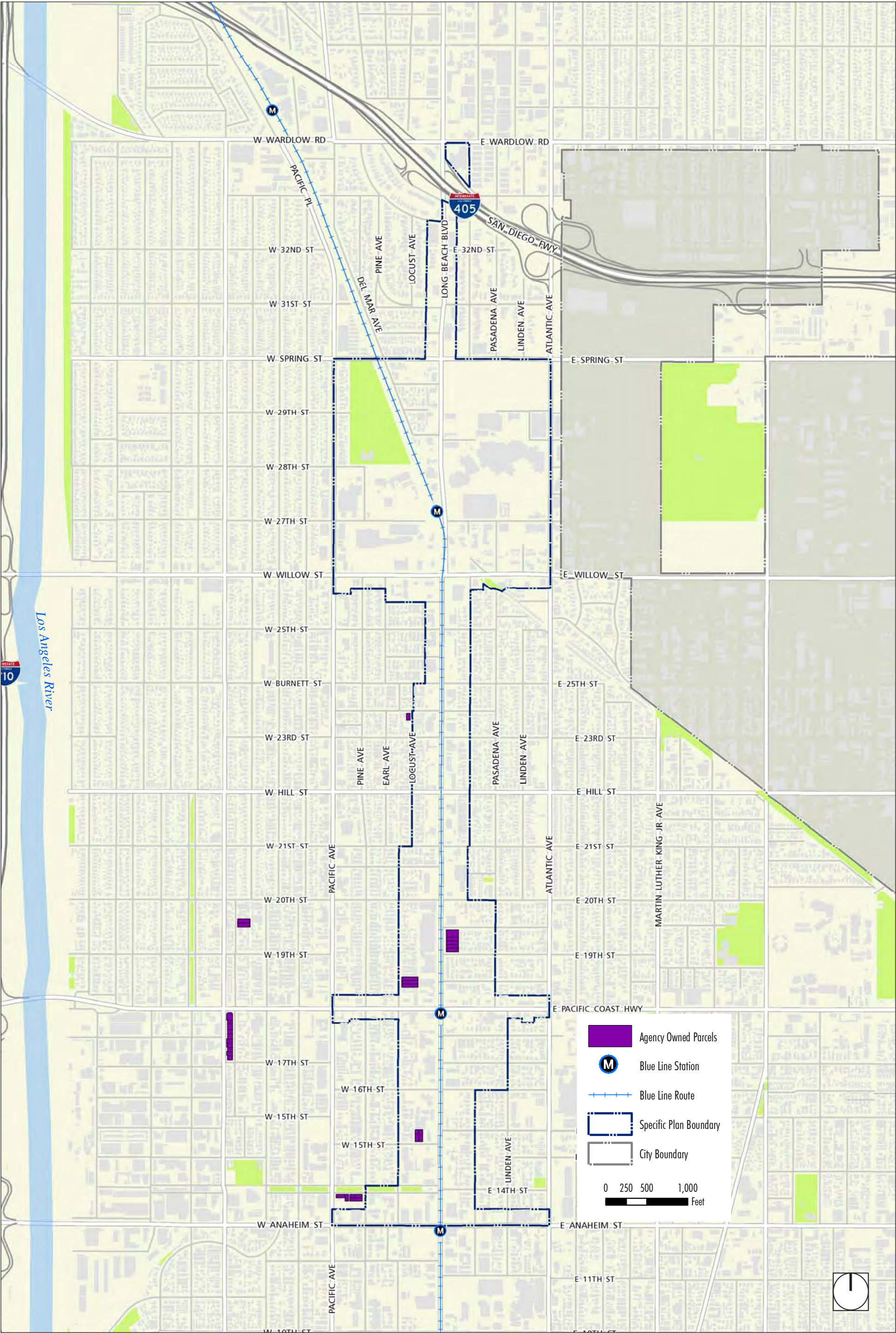
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FIGURE 3-2 OPEN SPACE AND CORRIDOR CONNECTIONS



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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

Use and Key to Permit Requirements 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	Notes and Exceptions Code section numbers reference the Long Beach Municipal Code
Alcohol Beverage Sales				
Off-premise sales	C	C	C	see note (a)
On-premise sales	C	C	C	see note (a)
Automobile				
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
Billboards				
Billboards/off-site advertising	N	N	N	Regardless of size
Entertainment				
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

Use and Key to Permit Requirements 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	Notes and Exceptions 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
Financial, Professional, and Personal Services				
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

Use & Key to Permit Requirements 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	Notes & Exceptions 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	
Institutional				
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 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	Notes & Exceptions Code section numbers reference the Long Beach Municipal Code
Residential				
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
Restaurants & Ready-to-Eat Foods				
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
Retail Sales				
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.I.); 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	
Temporary Lodging				
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

Use & Key to Permit Requirements 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	Notes & Exceptions 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	
Miscellaneous and Other Uses				
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	

Notes:

(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 ^{1,2,3}				
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 ⁷	18 ft	18 ft	14 ft	14 ft
Maximum FAR ^{3,4}				
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 ^{5,6}	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 ¹	Min	Max
Street Fronting		
Zero-foot build-to line ²	0 ft	5 ft
6-foot setback	6 ft	none
10-foot setback	10 ft	none
Interior		
Adjacent to property outside Specific Plan	5 ft	none
Adjacent to side or rear yard of property within the Specific Plan ^{3,4}	5 ft	none
Adjacent to an alley ⁵	10 ft	none
Building to building on same lot	0 ft (shared wall) or 10 ft	none

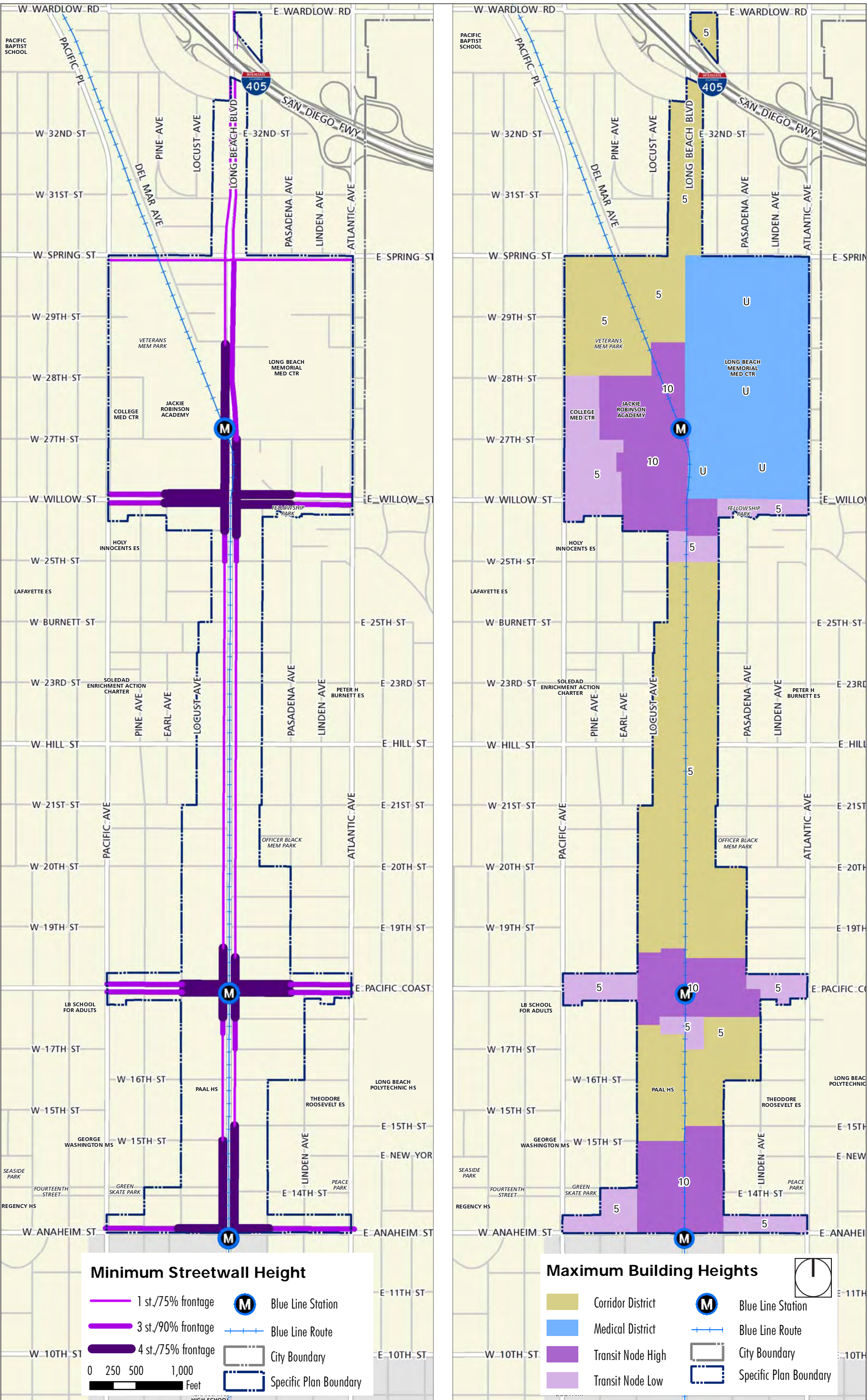
Notes:

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:

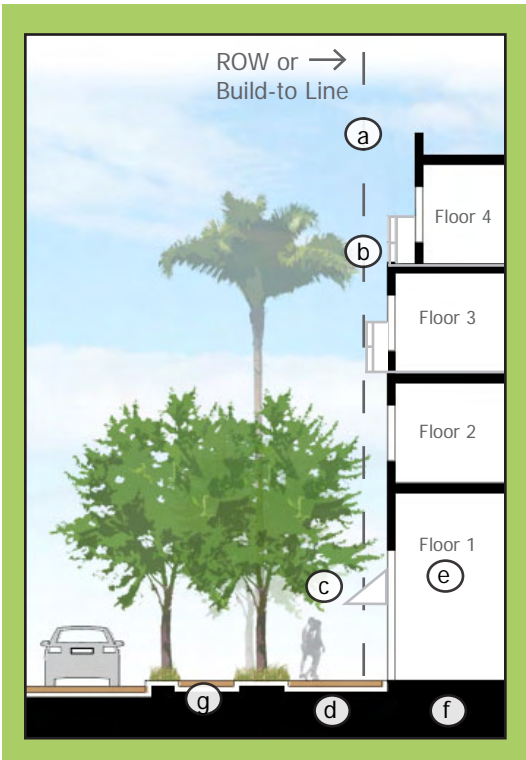
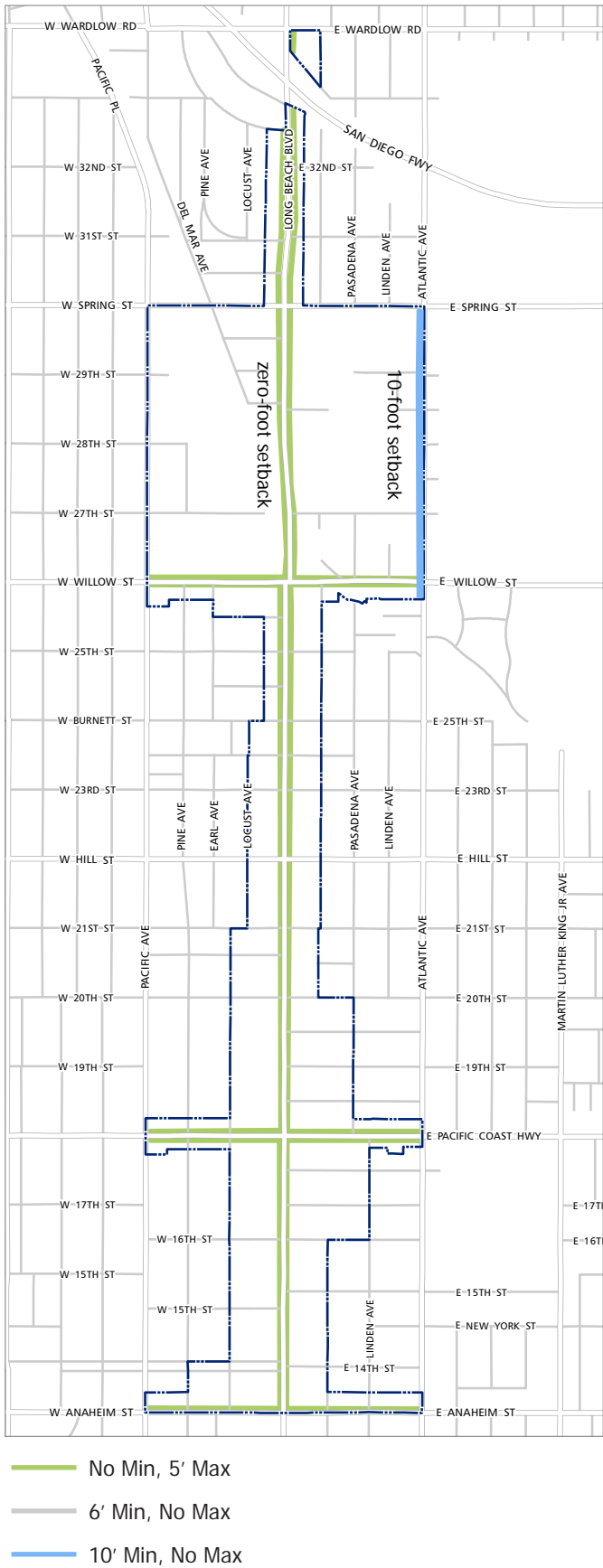
- Additional setbacks for entry plazas or courtyards, or to meet adjacent structures, may be permitted subject to additional design review. Arcades and colonnades may be used to satisfy setback requirements.
- Stoops, patios, gardens, balconies, and outdoor dining may be located within the setback and 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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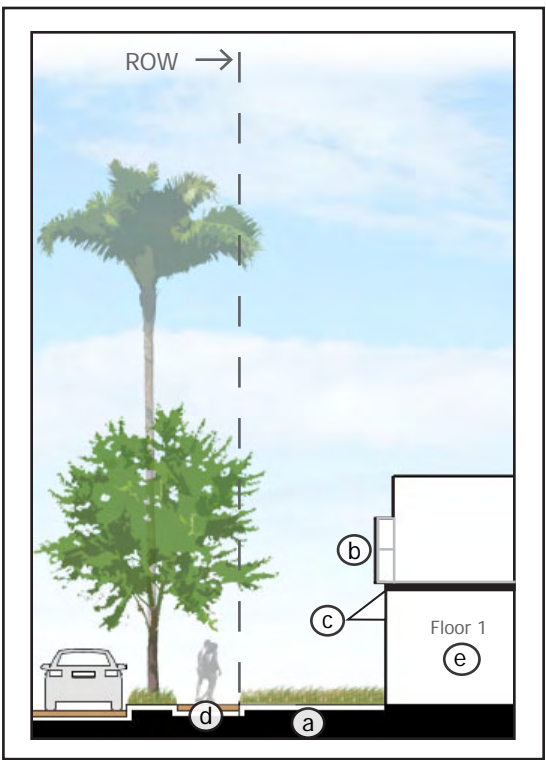
FIGURE 3-5 BUILDING PLACEMENT STANDARDS



ZERO-FOOT BUILD-TO LINE

Portions of Midtown, primarily along Long Beach Boulevard, are designated as having a zero-foot build-to line.

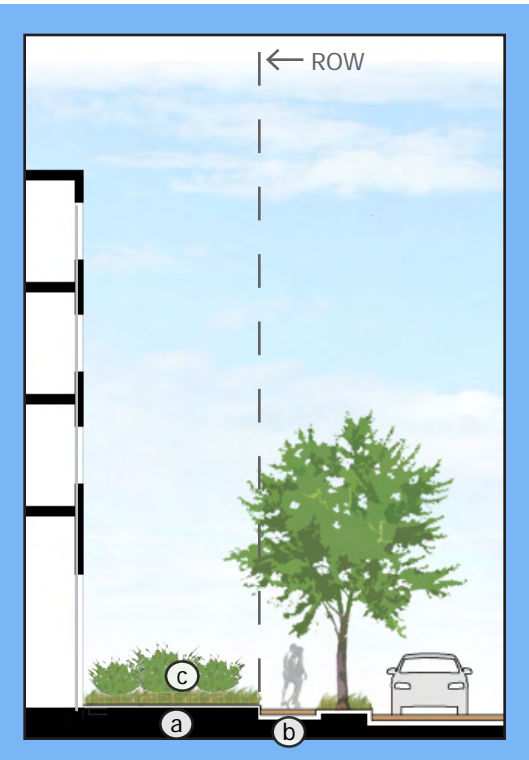
- a. A zero-foot build-to line requires no minimum setback with a maximum 5-foot setback.
- b. Projecting or recessed balconies are encouraged.
- c. Awning or canopy entry may encroach into the setback area.
- d. The sidewalk is the primary pedestrian walkway. Where building façades abut the property 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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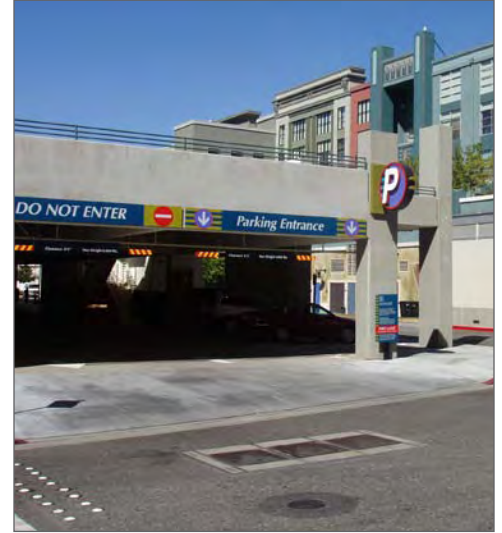
3.5 PARKING

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
Residential			
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
Senior housing			
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
Non-residential			
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:

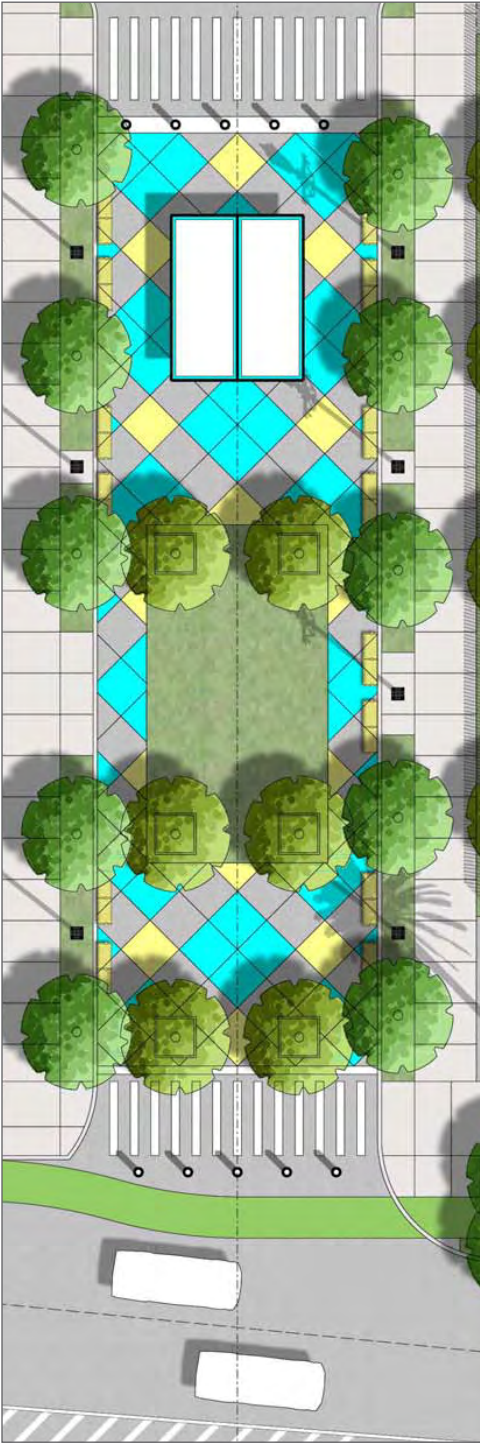
- Carpool/vanpools.
- Garage lifts (stacked parking).
- Unbundled parking (parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial unit).
- Off-site parking within 1,000 linear feet walking distance of the property 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.

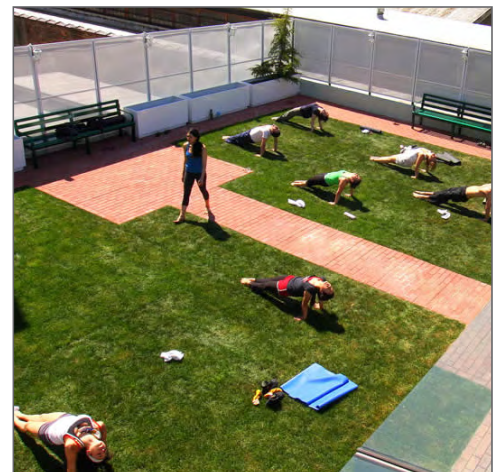


Photo Credit: Green Fitness Studio, NYC

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

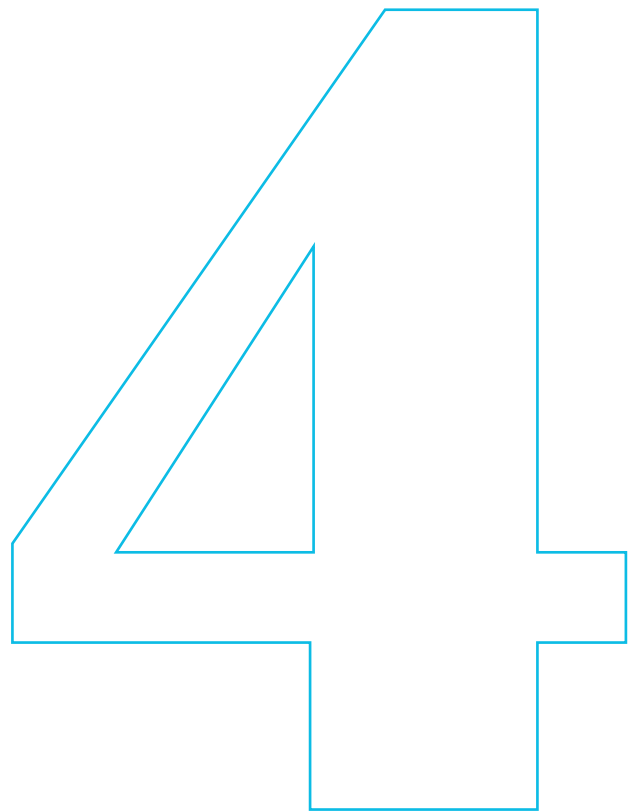
Adaptive reuse refers to a construction or remodeling project that reconfigures a site to accommodate a new use or a purpose other than for what it was originally designed. The City seeks to encourage adaptive reuse to allow for the conversion of existing structures into new land uses that maintain or 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.

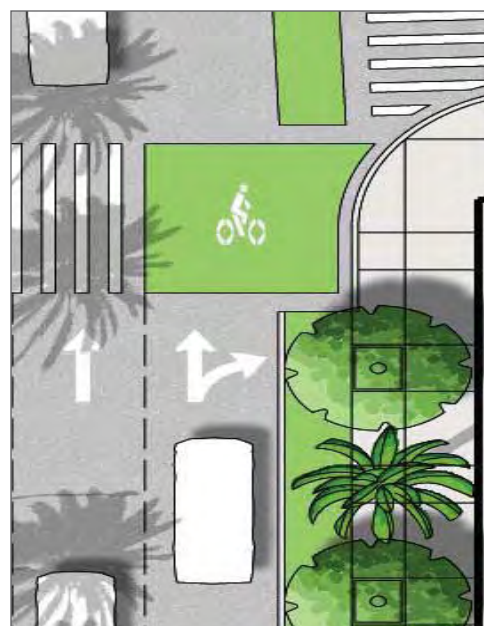
4.1 COMPLETE STREETS

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

Regional Corridor	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.
Boulevard	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.
Major Avenue	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.
Minor Avenue	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.
Neighborhood Connector	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.
Local Street	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

Regional Corridor	Pacific Coast Highway
Boulevard	Long Beach Boulevard from 31 st Street to Anaheim Avenue Willow Street
Major Avenue	Long Beach Boulevard from Wardlow Road to 31 st Street Atlantic Avenue Spring Street between Atlantic Avenue and Long Beach Boulevard
Minor Avenue	Pacific Avenue between Spring Street and Hill Street Spring Street between Long Beach Boulevard and Pacific Avenue
Neighborhood Connector	Hill Street
Local Street	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.

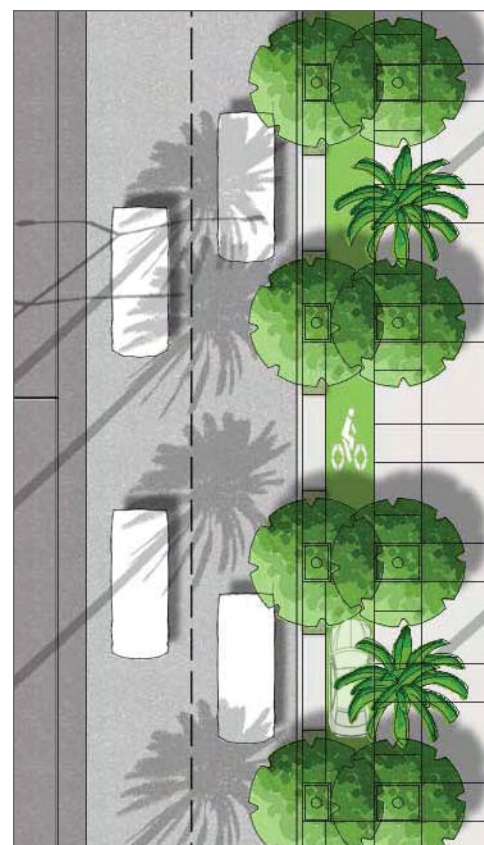
4.4 BICYCLES

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.

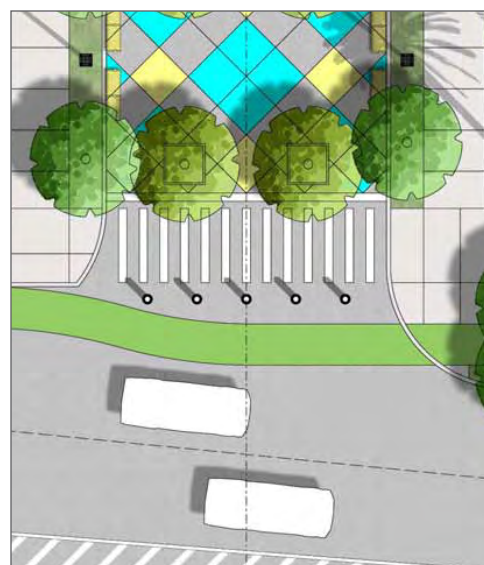
4.6 VEHICULAR STREET CLOSURES FOR PARKLETS

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.



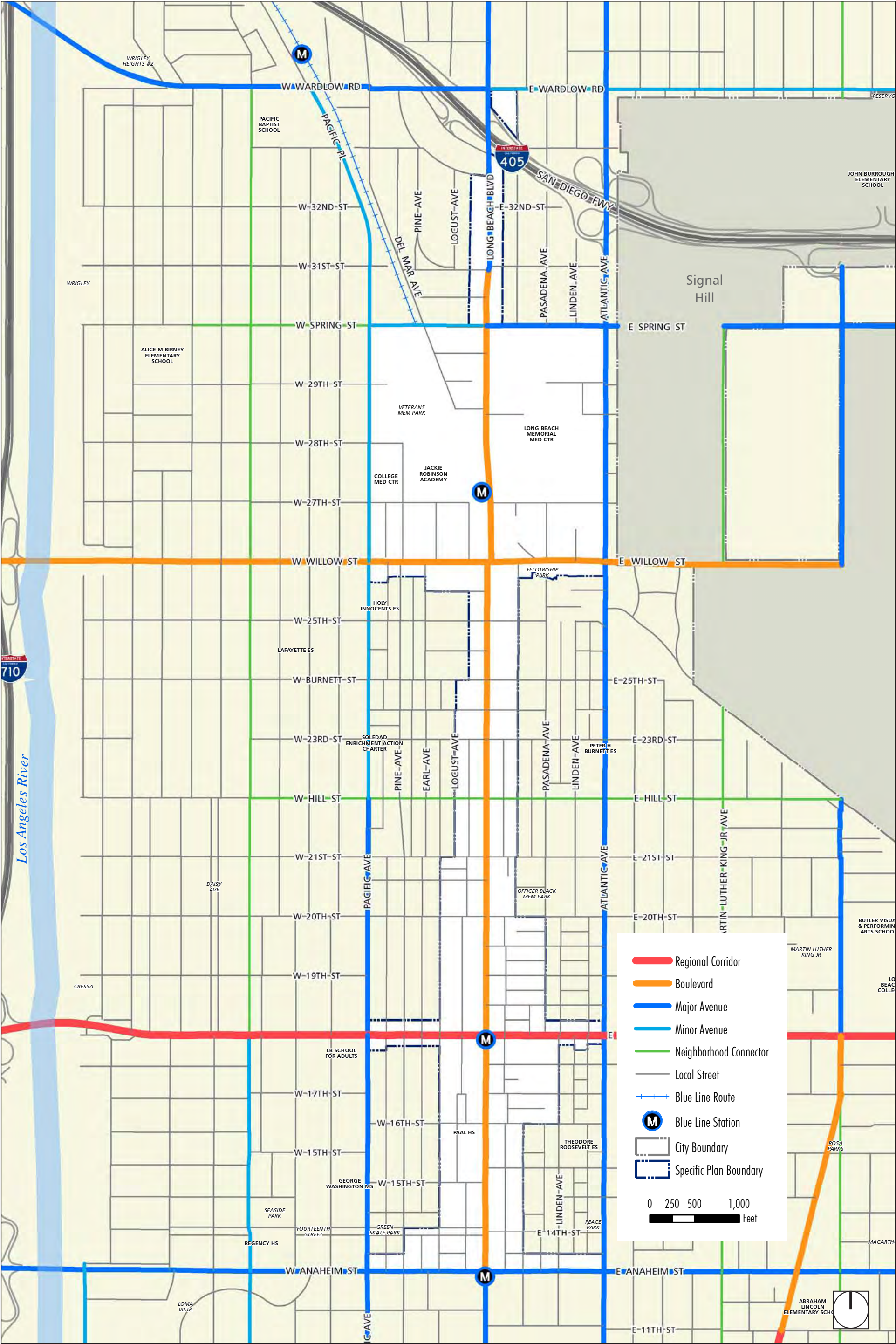
Parklets are street parks of about a quarter acre. The Specific Plan proposes the addition of 11 parklets to Midtown by closing through traffic on low volume streets that intersect Long Beach Boulevard.

The illustration above is shown for conceptual purposes only.

operations of the study intersections given the relatively low contribution of traffic associated with those roadway closures.

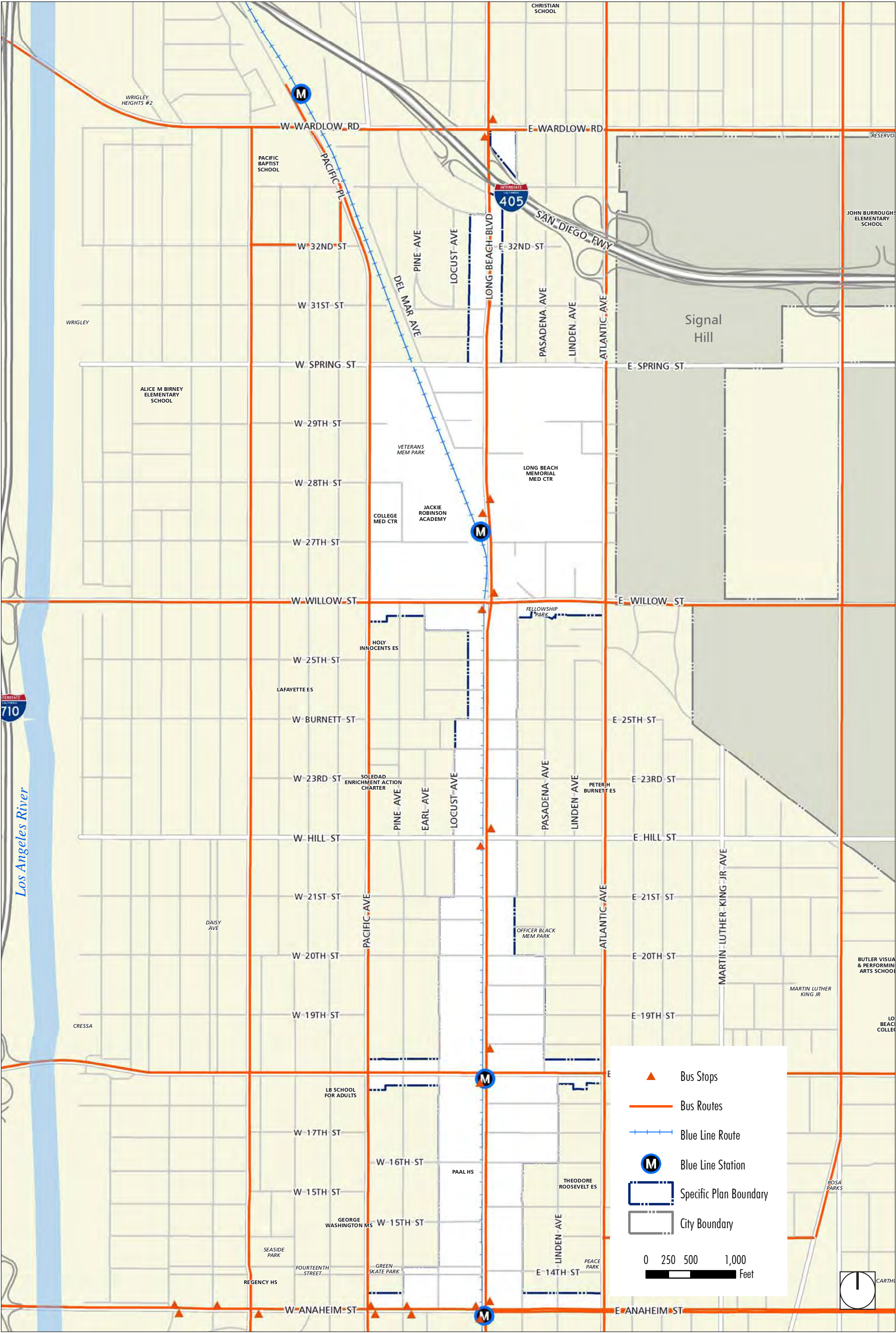
Figure 4-3, Pedestrian Paths and Bike Facilities shows the locations of the proposed parklets in relation to other pedestrian and bike facilities in Midtown. See Chapter 3, Section 3.3.2, Proposed Open Space for additional information on parklets.

FIGURE 4-1 STREET CLASSIFICATIONS



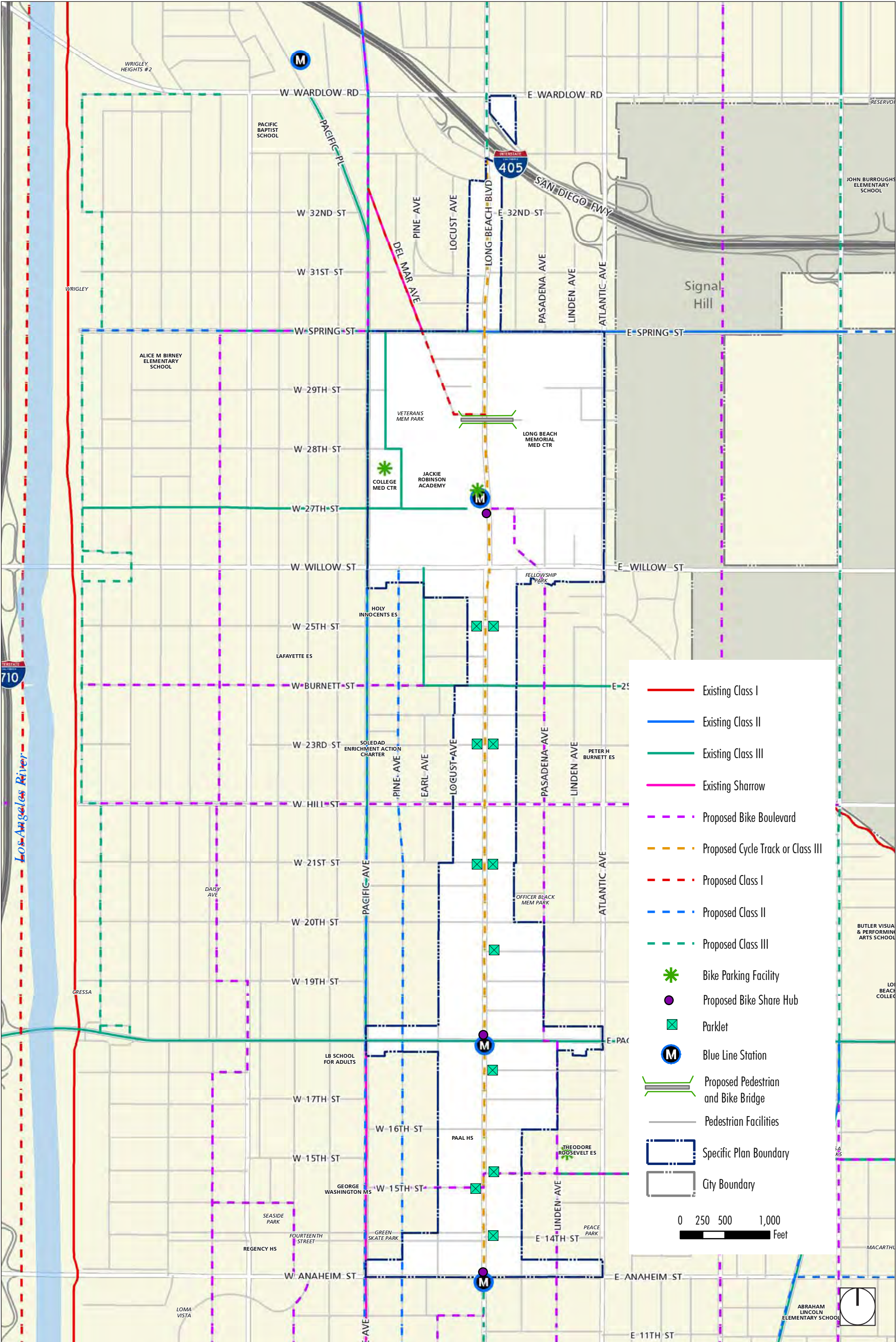
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FIGURE 4-2 TRANSIT LINES AND STATIONS



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FIGURE 4-3 PEDESTRIAN PATHS AND BIKE FACILITIES



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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

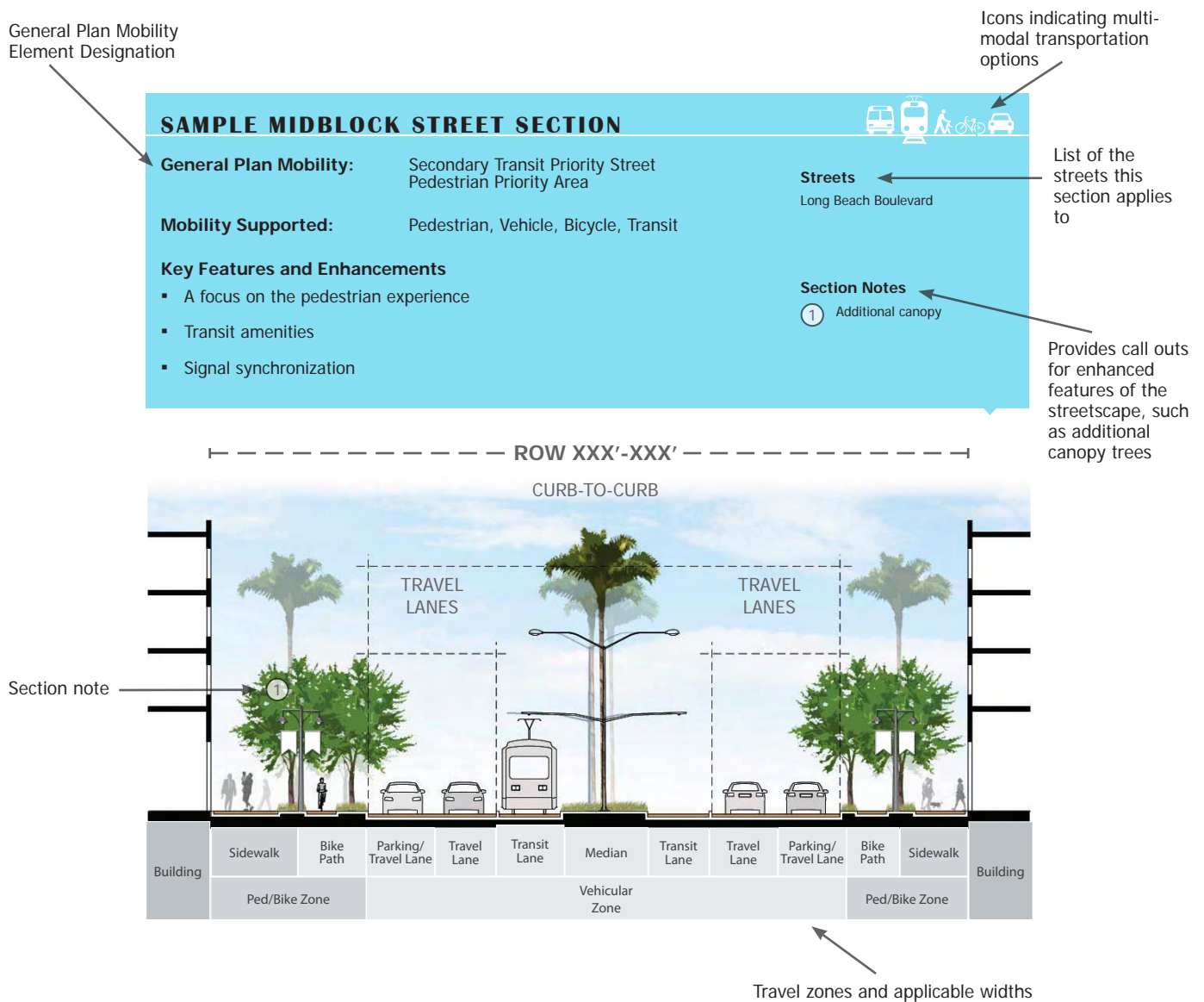


FIGURE 4-5 BOULEVARD (WITH SEPARATED BIKE PATHS)


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

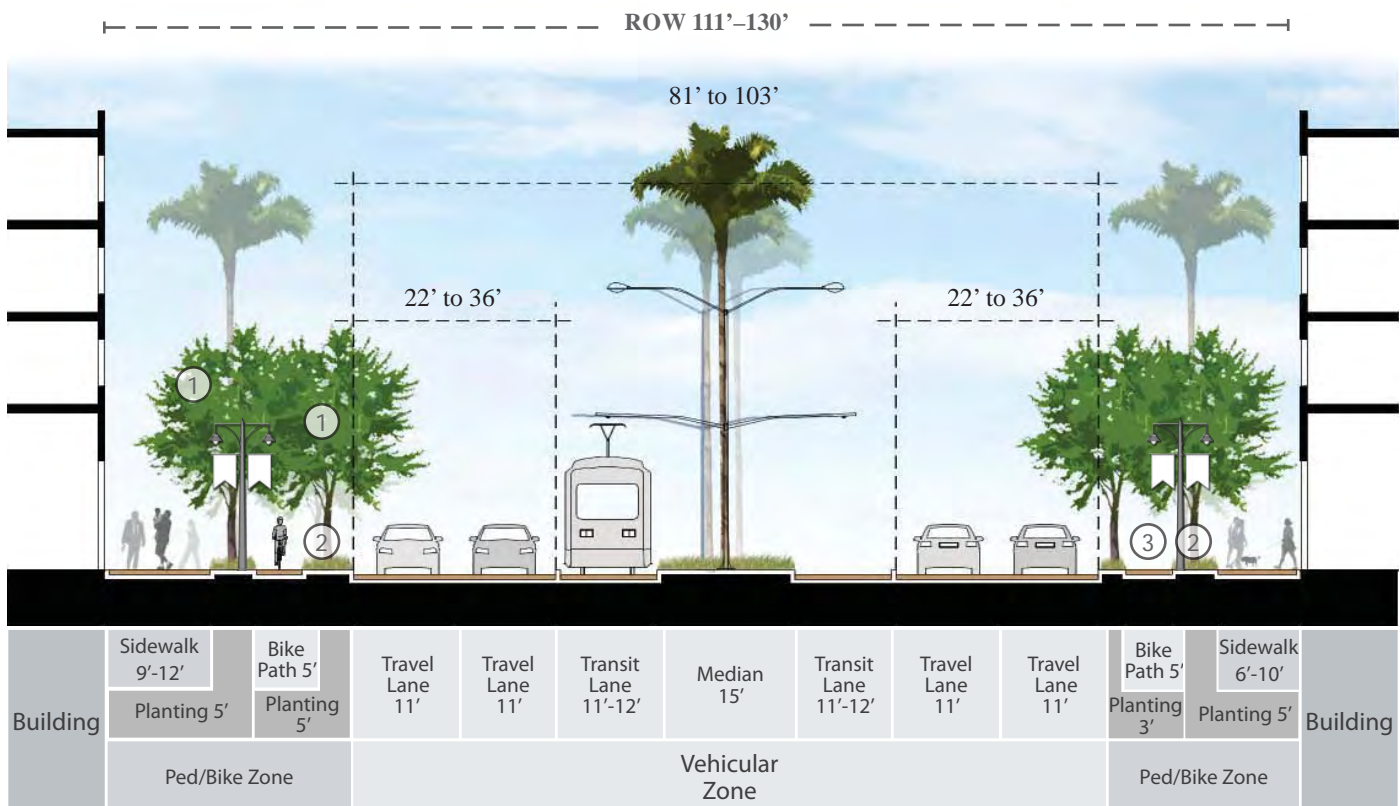
- A focus on the pedestrian experience
- Transit amenities
- Transit only and shared transit lanes
- New bicycles lanes
- Signal synchronization



Streets
Long Beach Boulevard
between Willow Street & Anaheim Street

Section Notes

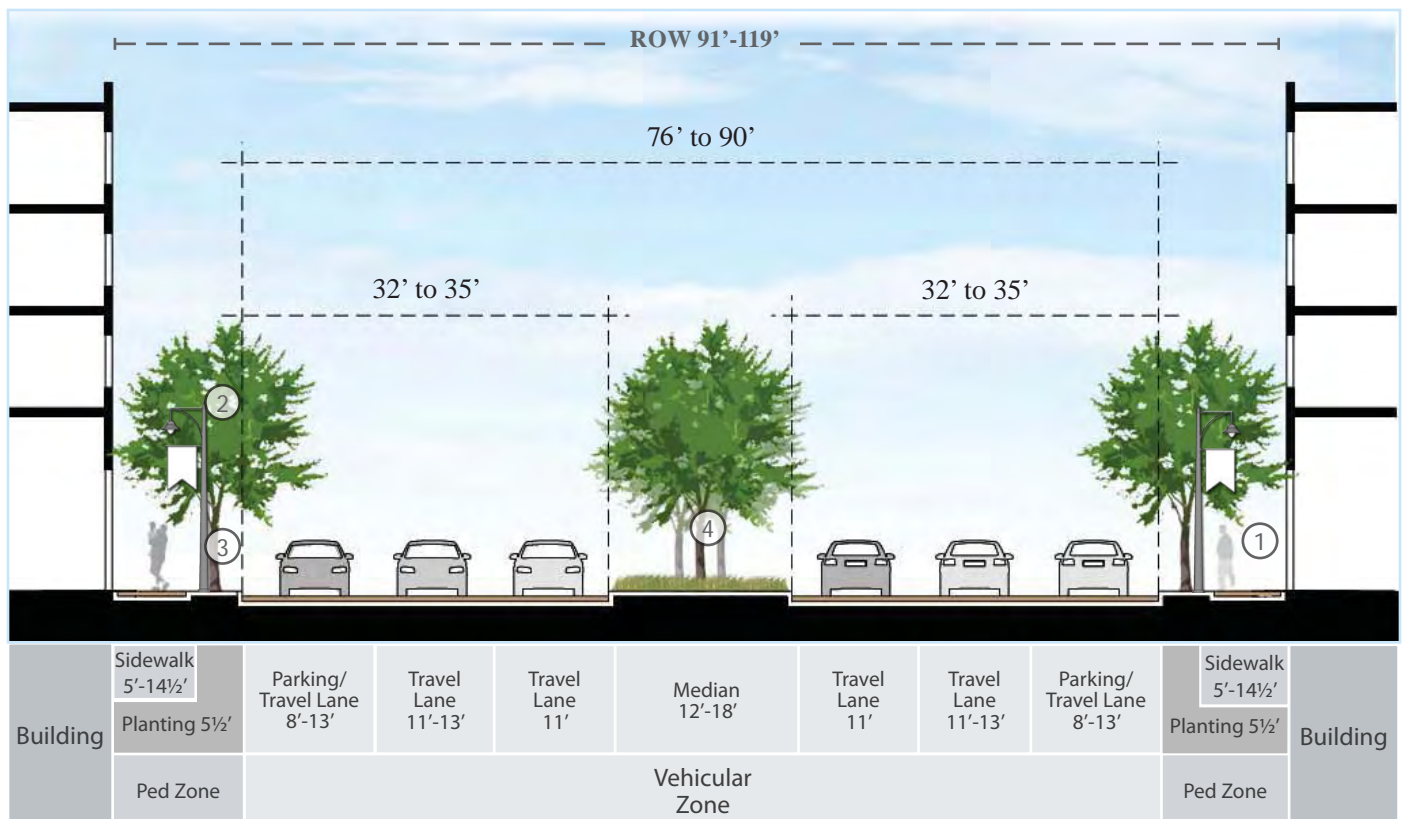
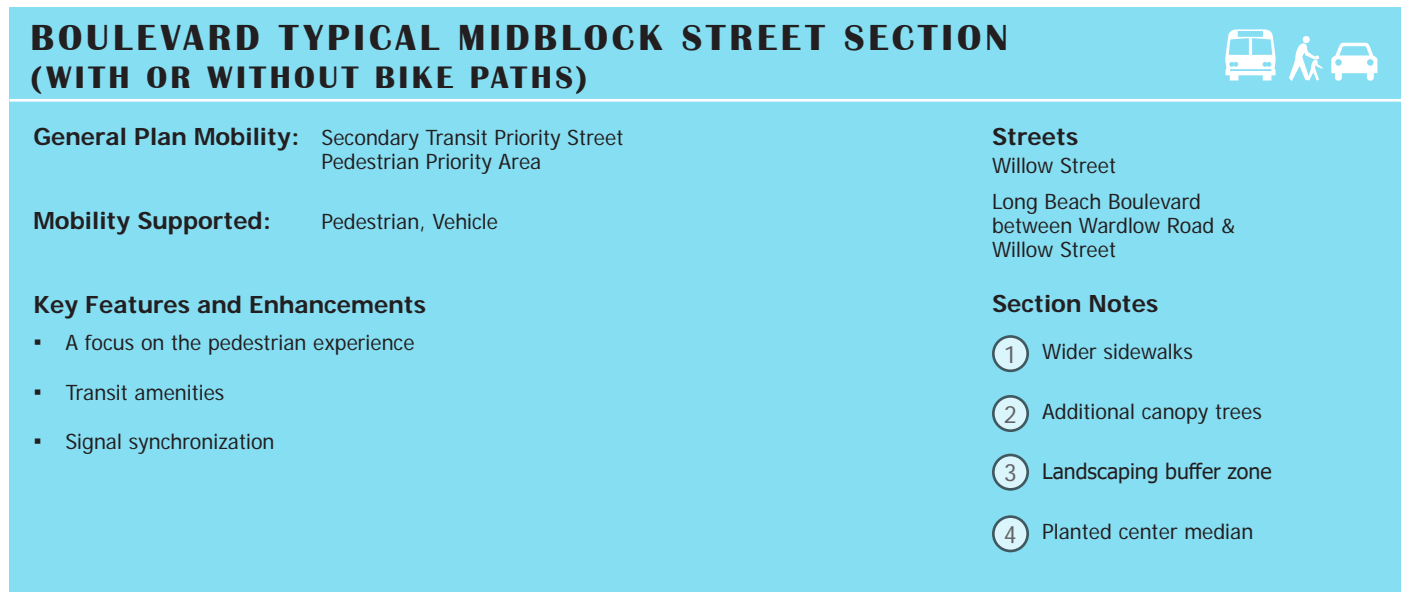
- ① Additional canopy trees
- ② Landscaping buffer zone
- ③ Enhanced separated bike lane at curb level (if on-street parking is no longer needed)



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)


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

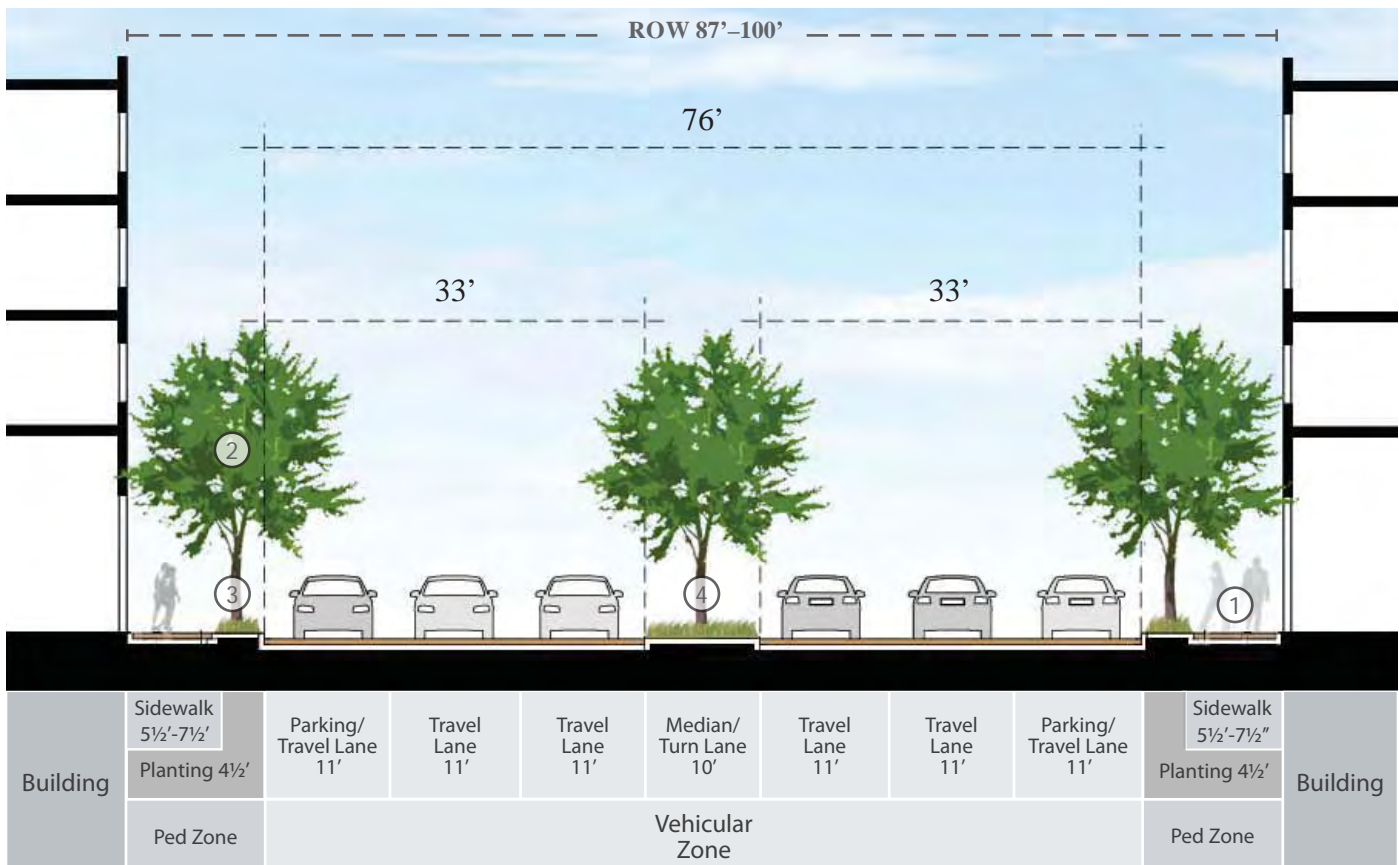
Key Features and Enhancements

- A focus on the pedestrian experience
- Transit amenities
- Transit only and shared transit lanes
- Signal synchronization

Streets
Pacific Coast Highway

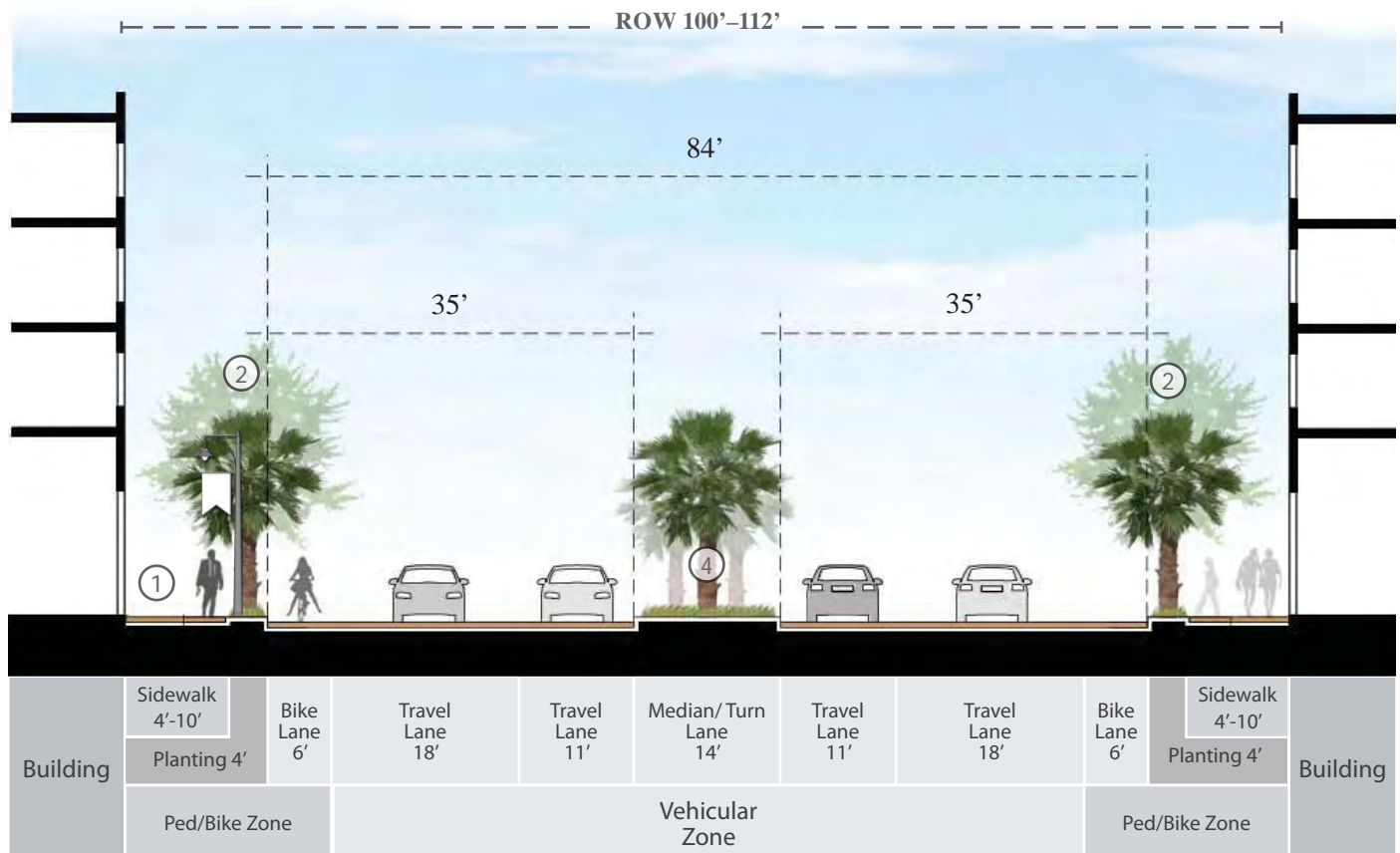
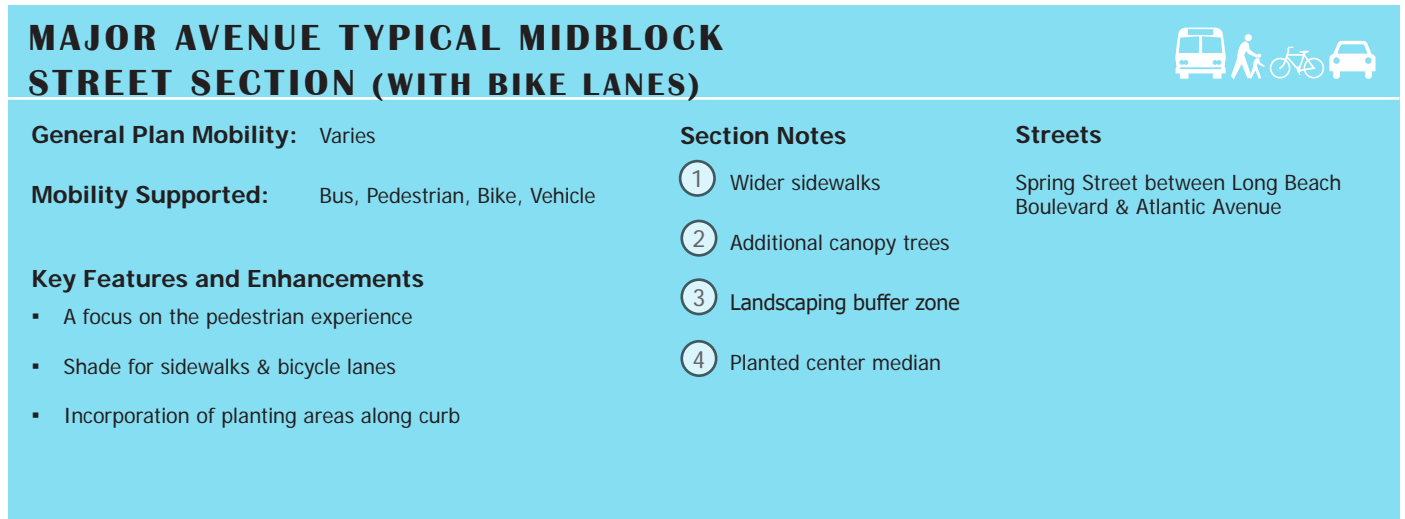
Section Notes

- Wider sidewalks
- Additional canopy trees
- Landscaping buffer zone
- 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.

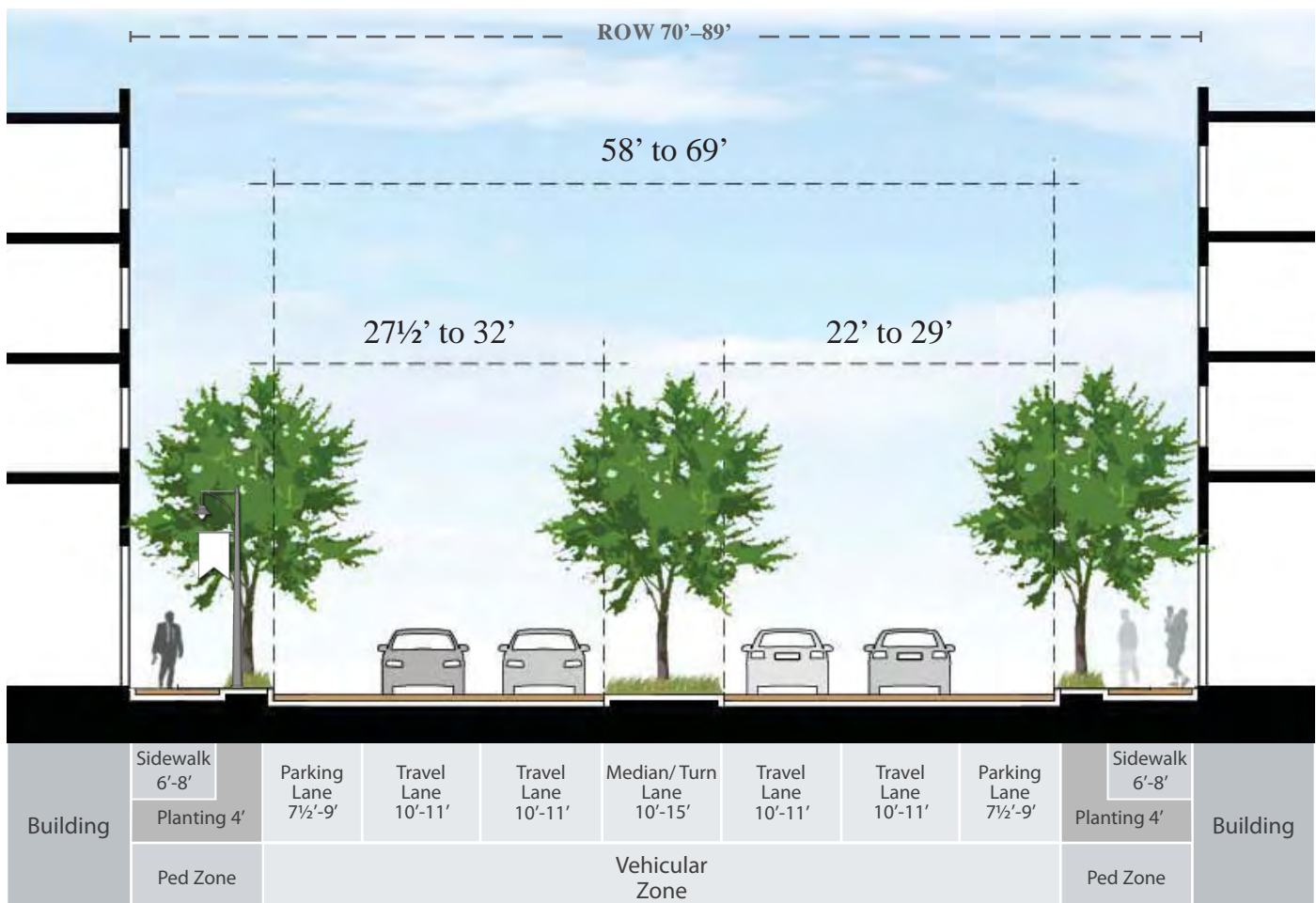
FIGURE 4-8 MAJOR AVENUE (WITH BIKE LANE)



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)			
General Plan Mobility:	Varies	Section Notes	Streets
Mobility Supported:	Bus, Pedestrian, Vehicle	① Wider sidewalks	Atlantic Avenue
Key Features and Enhancements	<ul style="list-style-type: none"> A focus on the pedestrian experience Bicycle Lanes Signal synchronization 	② Additional canopy trees	Anaheim Street
		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 4-10 MINOR AVENUE

MINOR AVENUE TYPICAL MIDBLOCK STREET SECTION

General Plan Mobility: Not a Priority Street

Mobility Supported: Bus, Pedestrian, Vehicle

Key Features and Enhancements

- A focus on the pedestrian experience
- Signal synchronization

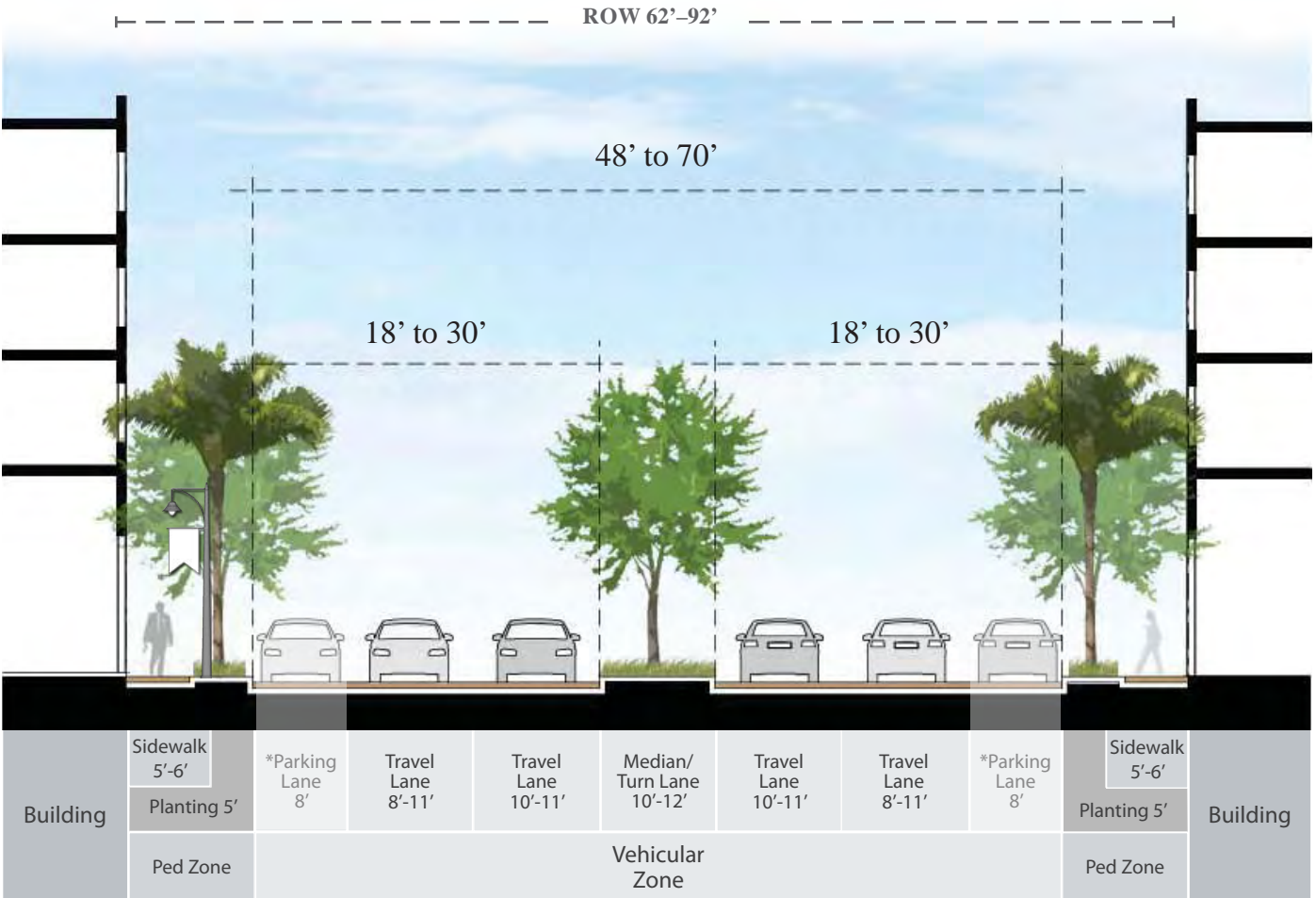
Section Notes

- Additional canopy trees
- Landscaping buffer zone
- Planted center median

Streets

Pacific Avenue

Spring Street between Pacific Avenue & Long Beach Boulevard



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.

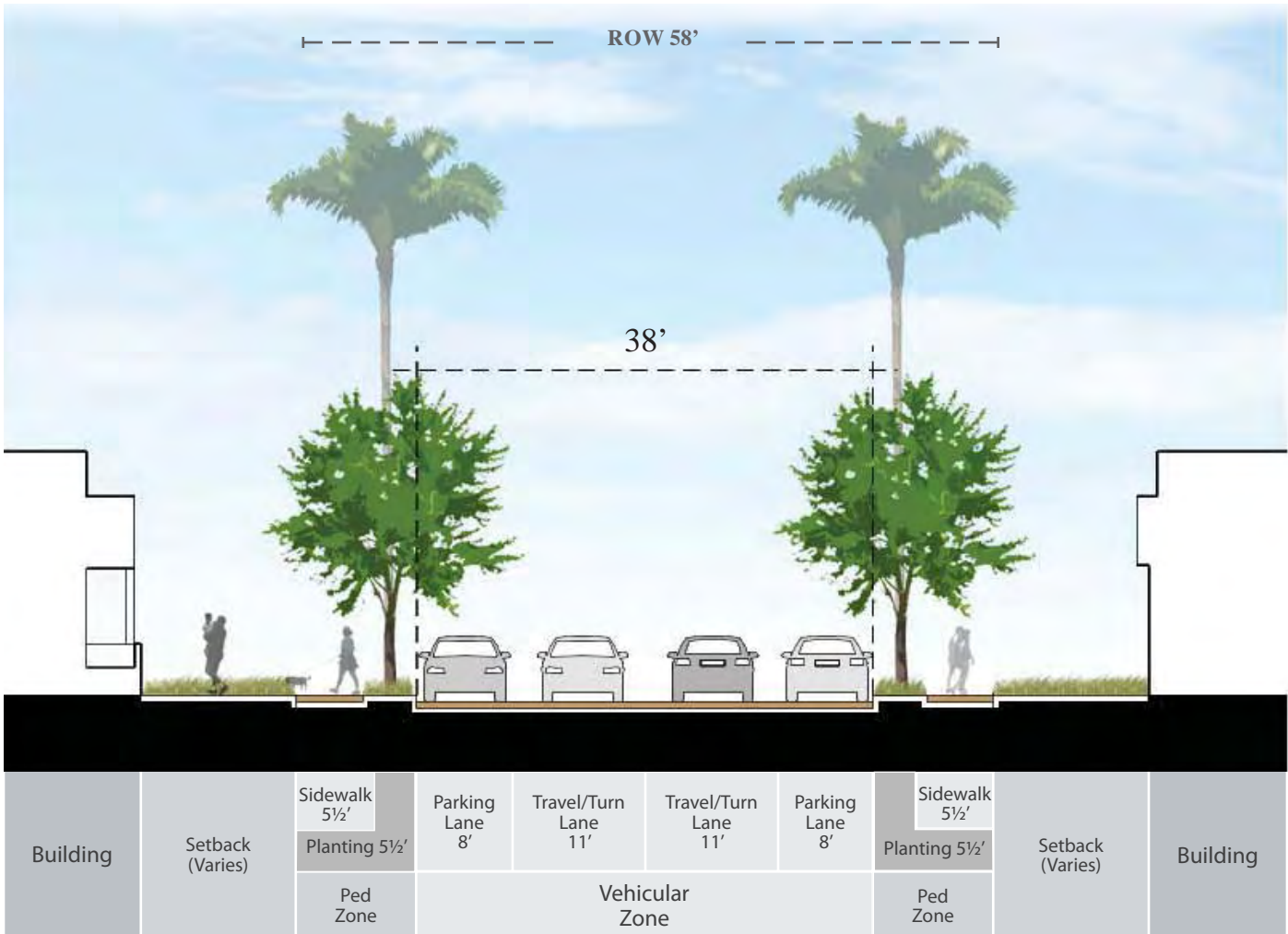
*Parking Lane applies to Pacific Avenue.

FIGURE 4-11 NEIGHBORHOOD CONNECTOR AND LOCAL STREET

NEIGHBORHOOD CONNECTOR AND LOCAL STREET

TYPICAL MIDBLOCK STREET SECTION

General Plan Mobility: Not a Priority Street Mobility Supported: Pedestrian, Bike, Vehicle Key Features and Enhancements <ul style="list-style-type: none"> A focus on the pedestrian experience 	Section Notes <ol style="list-style-type: none"> Wider sidewalks Additional canopy trees Landscaping buffer zone Enhanced separated bike lane at curb level 	Streets Streets not otherwise noted
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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

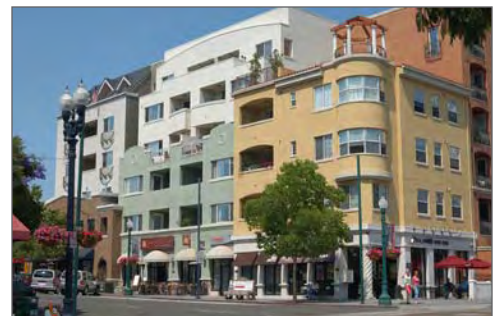
Building design should be compatible with or sensitive to structures within the block, especially when existing buildings are historically significant. Compatibility and or sensitivity can be expressed by architectural style, materials, floor heights, window placement, etc.

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.

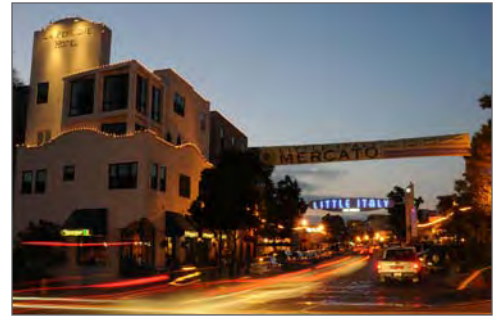
5.1.6 Architectural Lighting

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.

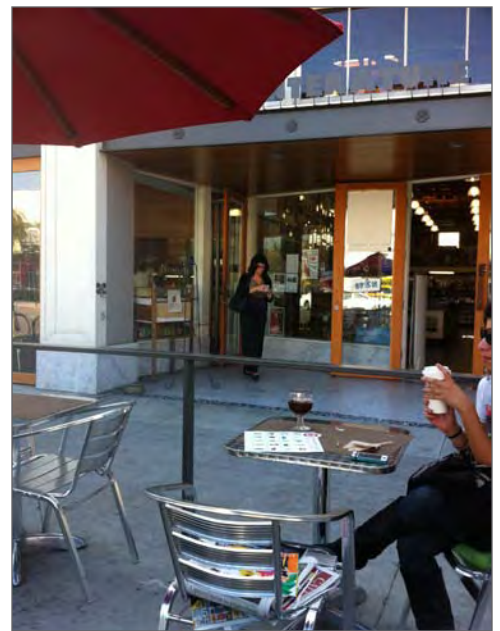
5.3 OPEN SPACE

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.

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.



Pedestrian paseos should be constructed when blocks are greater than 400 feet.



Intersections and vehicle access should be designed to be attractive and efficient, but also safe for pedestrians and bicyclists.

5.4 CIRCULATION AND PARKING

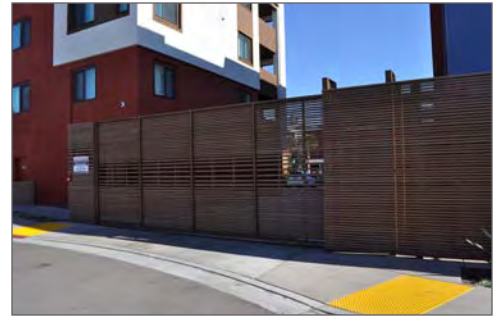
5.4.1 Access

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

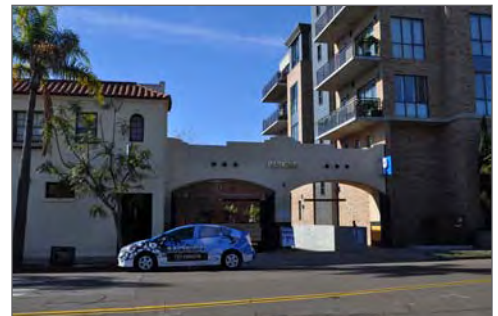
1. Service and loading access points and doors should be designed as integral components of the façade and should use materials fitting with other materials used throughout the building.
2. Service and loading areas should be carefully designed, located, and integrated into the site plan so they do not 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.



Service areas should be located behind the building, away from public view.

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.



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.

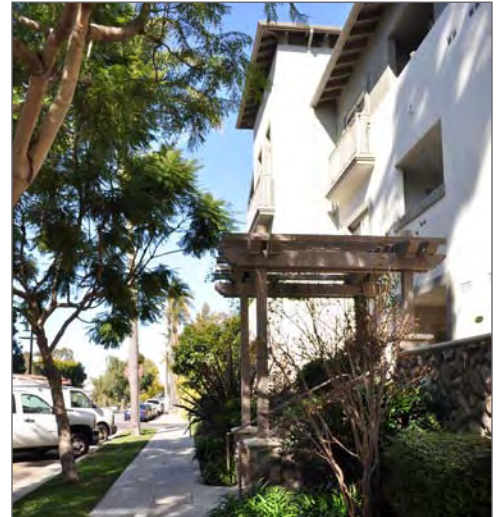


Garage openings should adhere to the overall aesthetic of the building's architecture.

- 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.

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.



Walls may be made more visually interesting by incorporating art work or other surface articulation.



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



Light poles should be out of the public right-of-way and should be a similar style with the architecture of surrounding buildings.

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.

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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6

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.

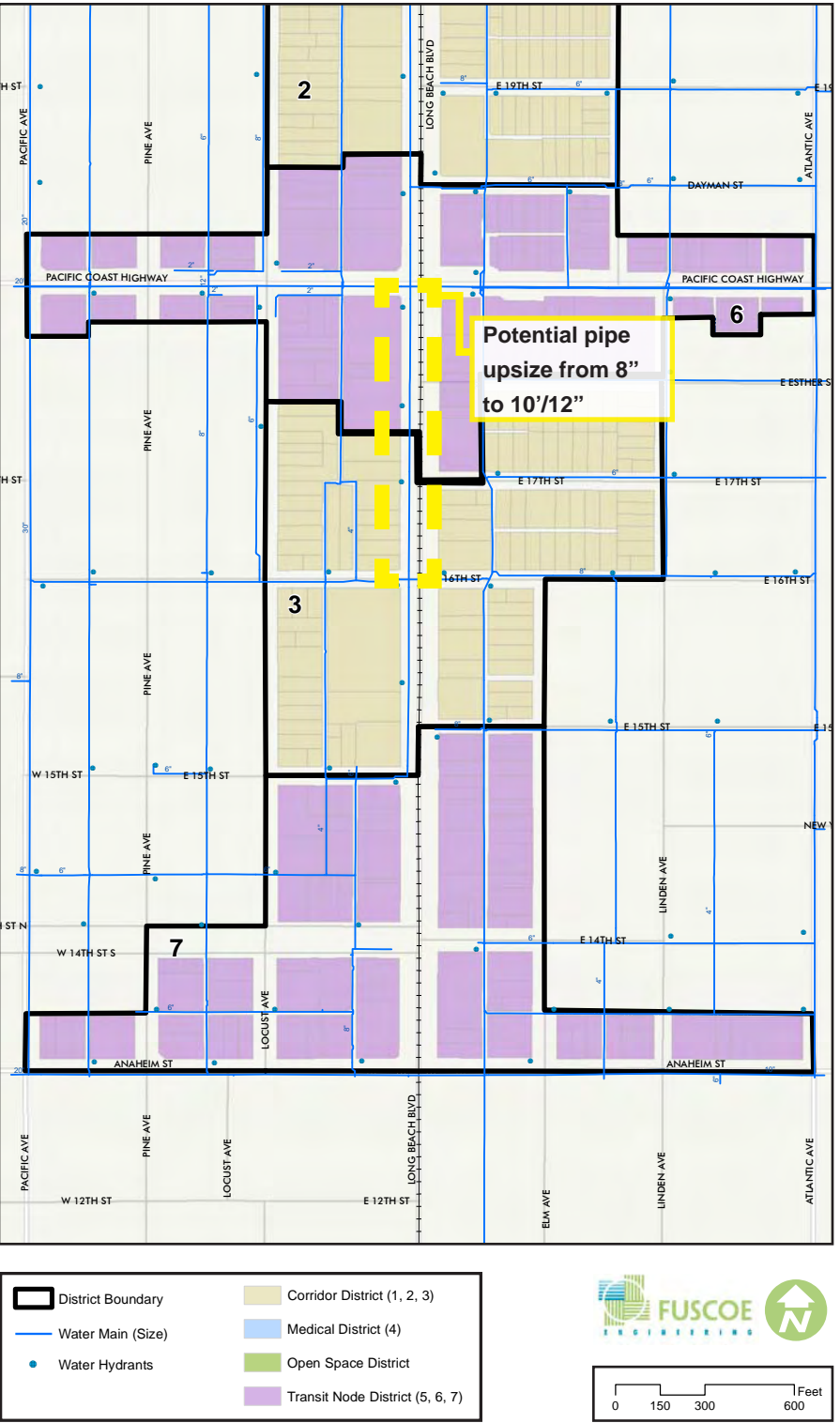
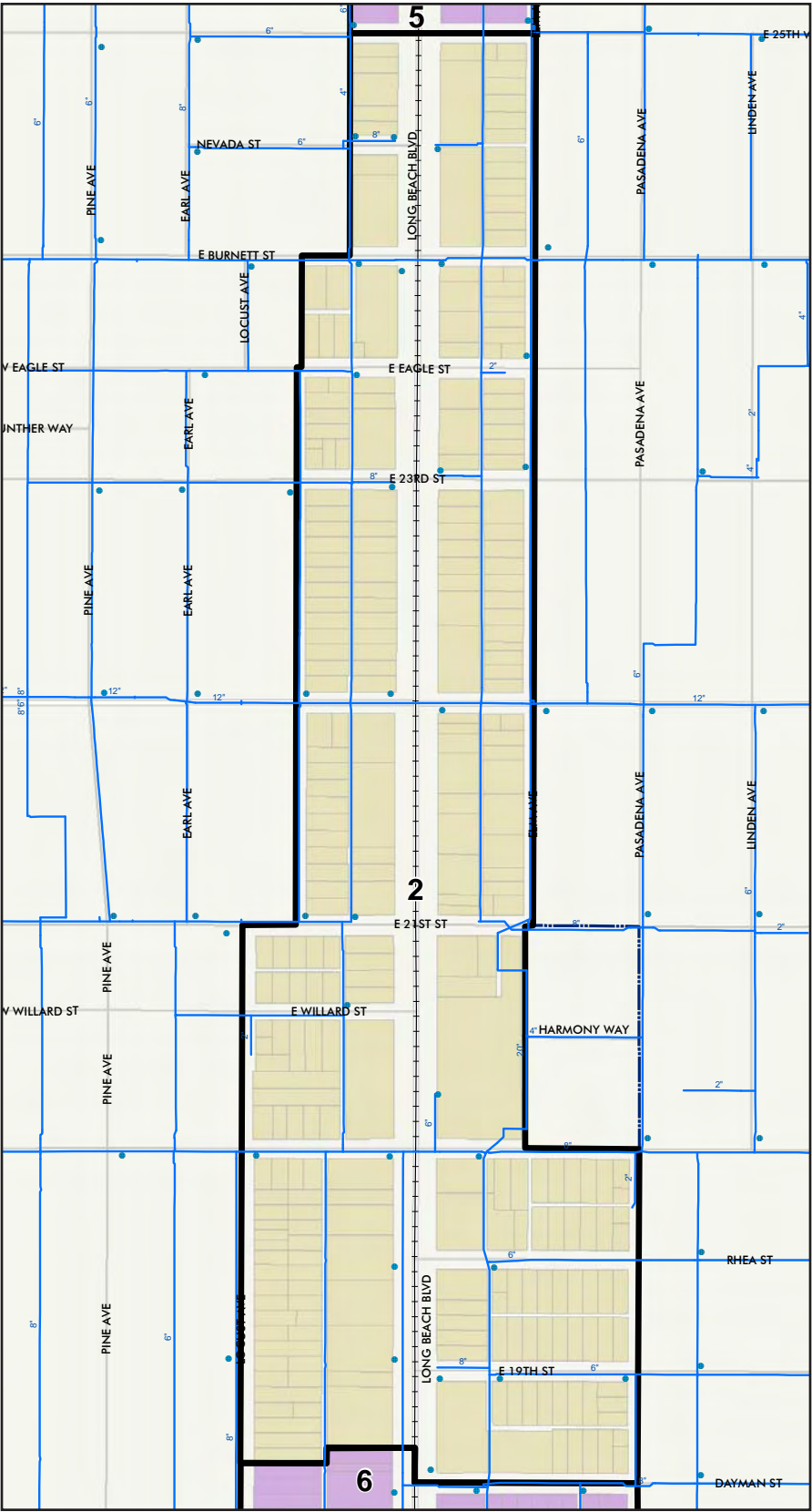
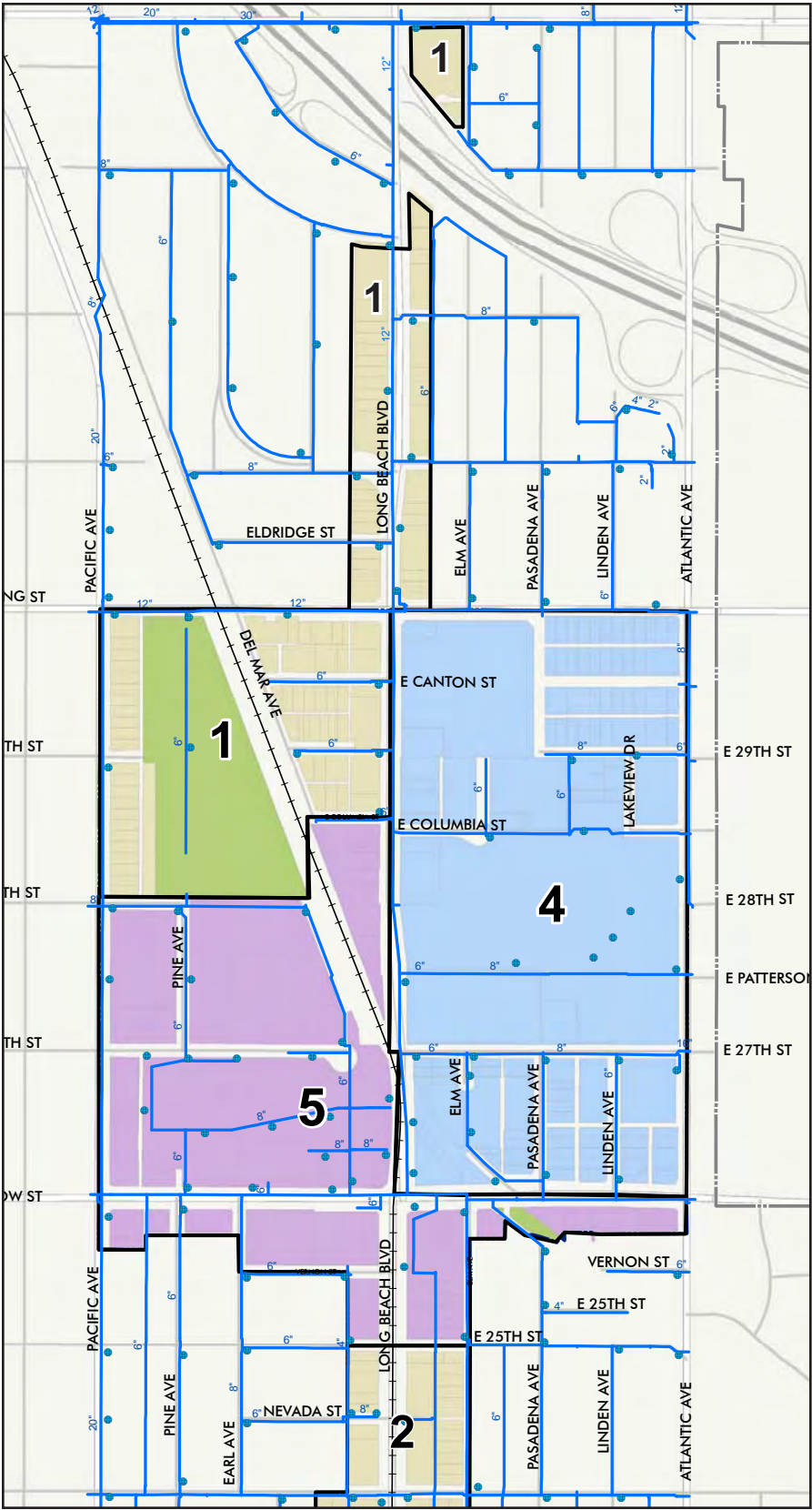
The City's Low Impact Development (LID) Best Management Practices (BMP) Design Manual was developed in 2013, it includes land development policies pertaining impacts to water retention and runoff caused by changes in land use. LID and BMP are used to preserve a site's ability to retain water by minimizing 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.

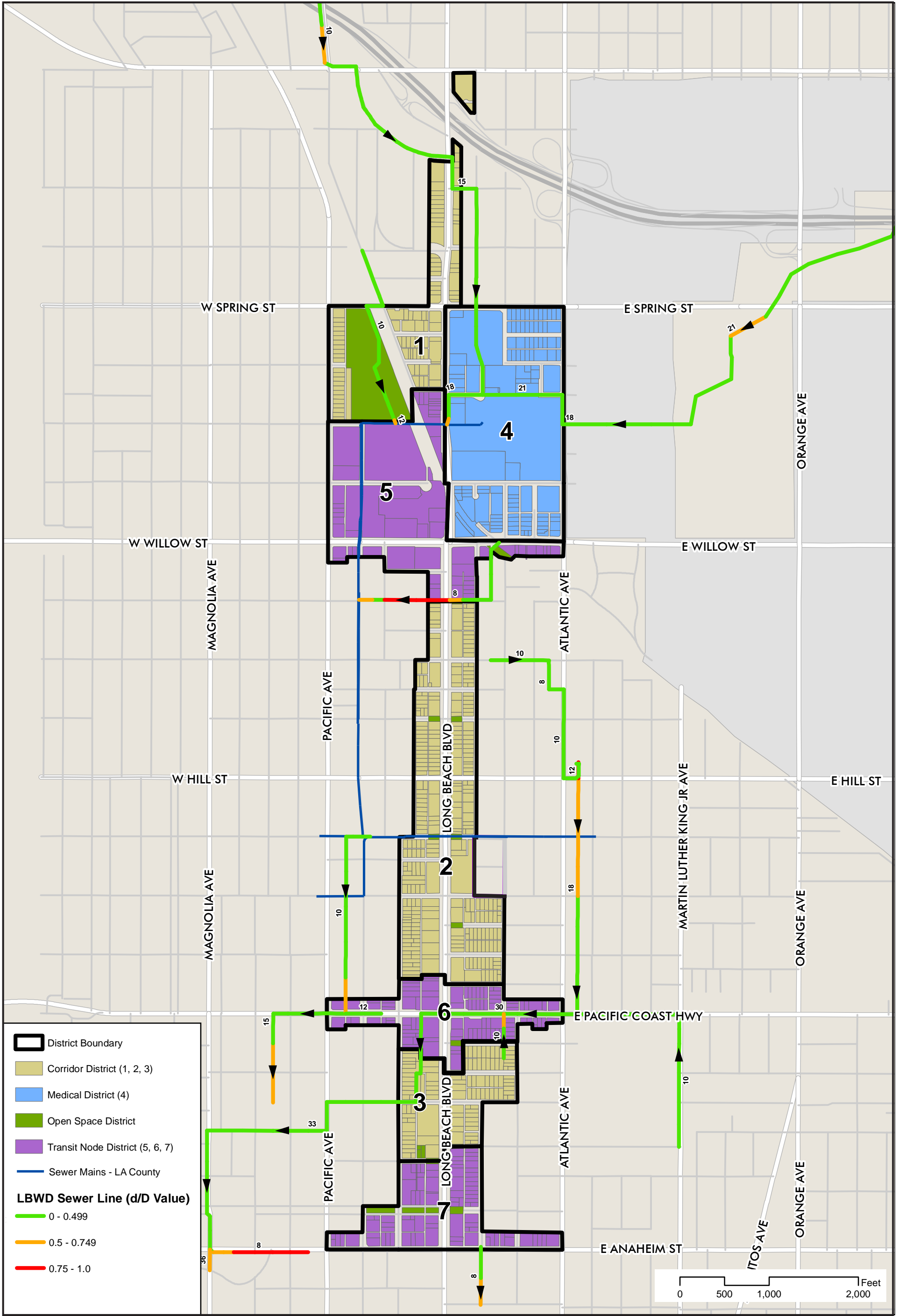
Infrastructure improvements that will increase safety include the possible creation of separated bike lanes, wider the sidewalks and pedestrian scale lighting. These improvements are also discussed in Chapter 4, Mobility and Streetscape as well as Chapter 7, Administration and Implementation.

FIGURE 6-1 WATER SYSTEMS



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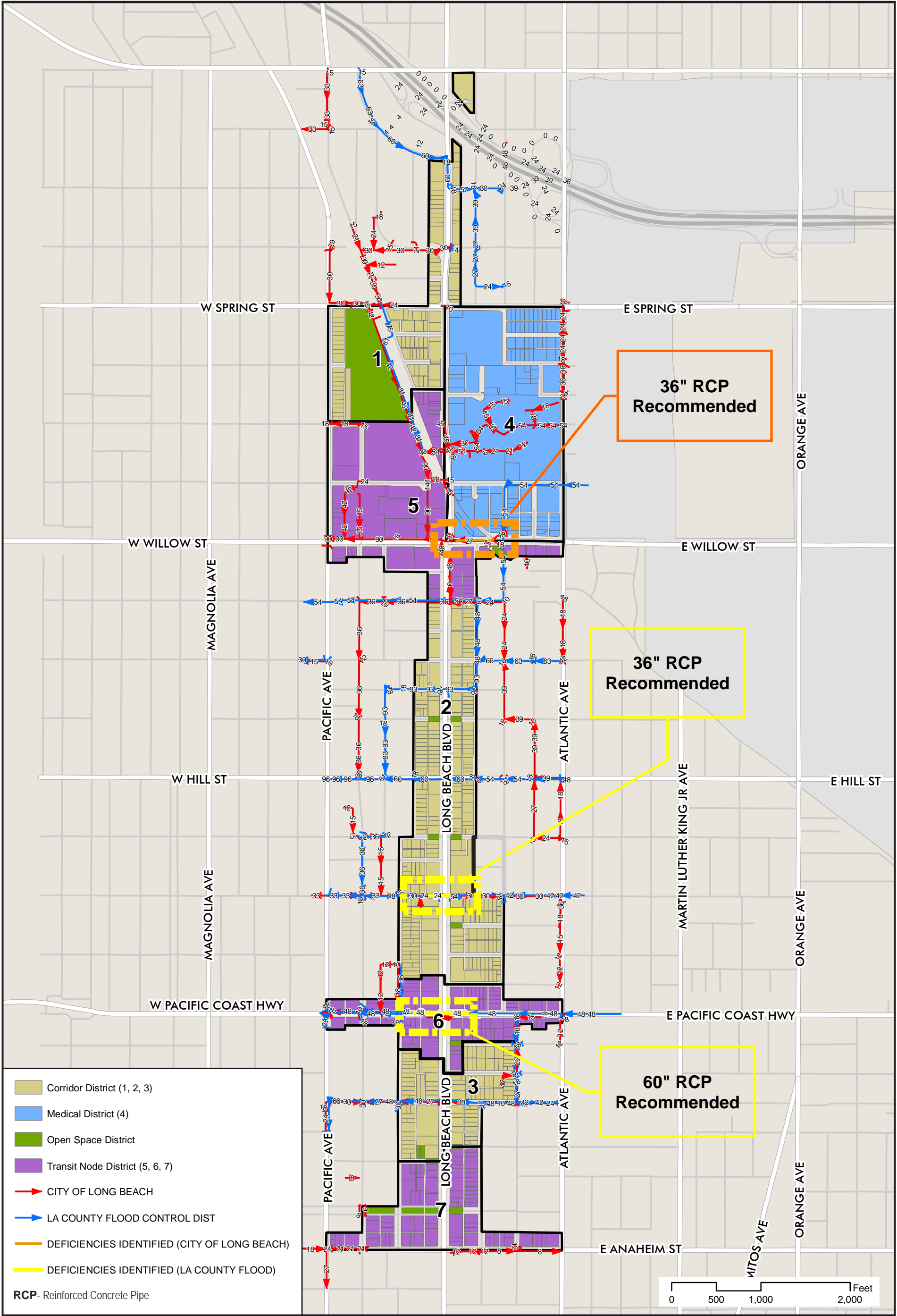
FIGURE 6-2 SEWER CAPACITY



Note: Areas needing further evaluation as development occurs fall within the 0.5-1.0 d/D Value

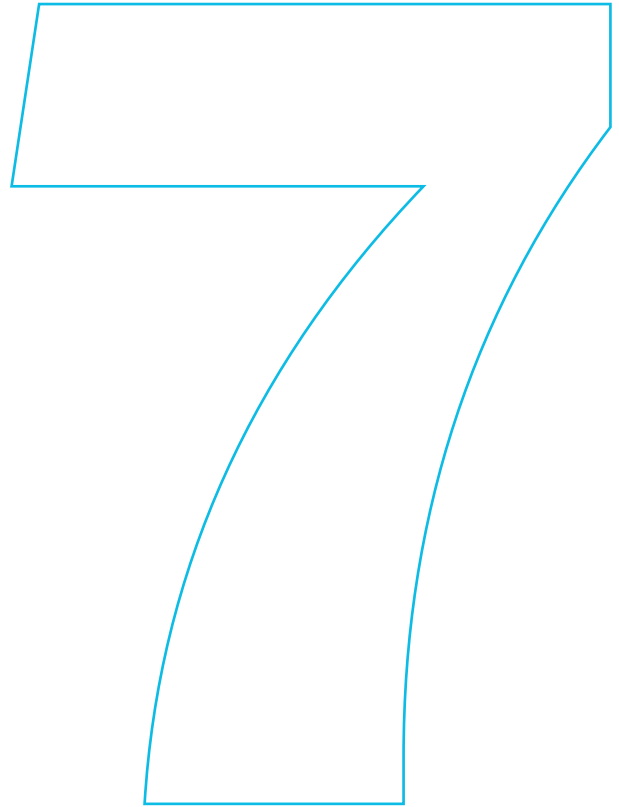
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FIGURE 6-3 2005 MASTER PLAN OF DRAINAGE DEFICIENCY MAP



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.

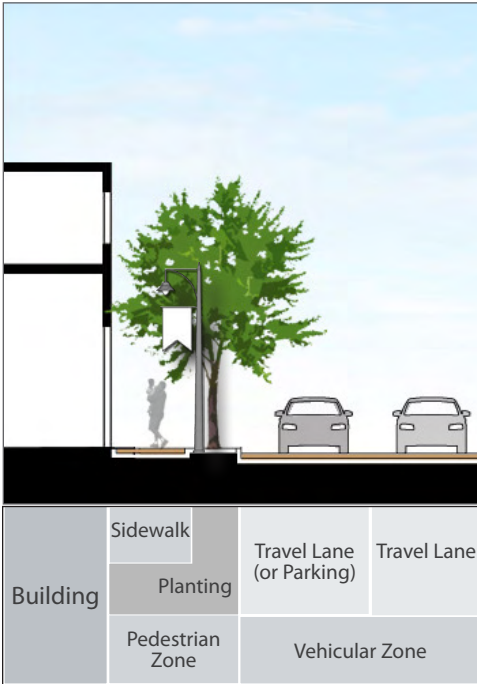
On-site ROW improvements could include but are not limited to:

- 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
Parks:				
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
Mobility and Streetscape:				
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	
Transit:				
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	
	HUD CDBG	X	X	X	X	X
Other Tools	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.

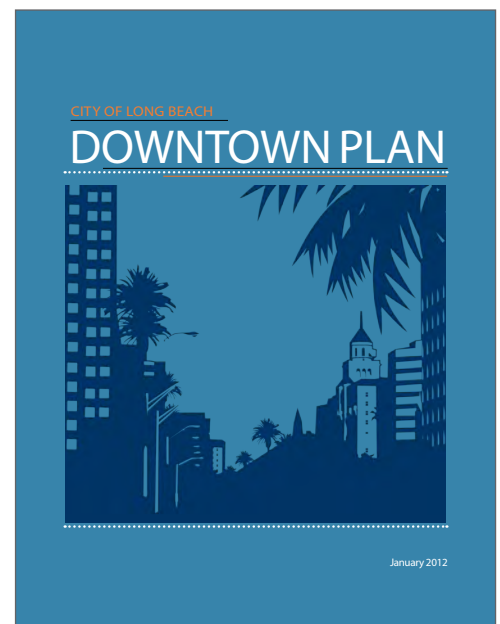
The City of Long Beach Downtown Plan

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.

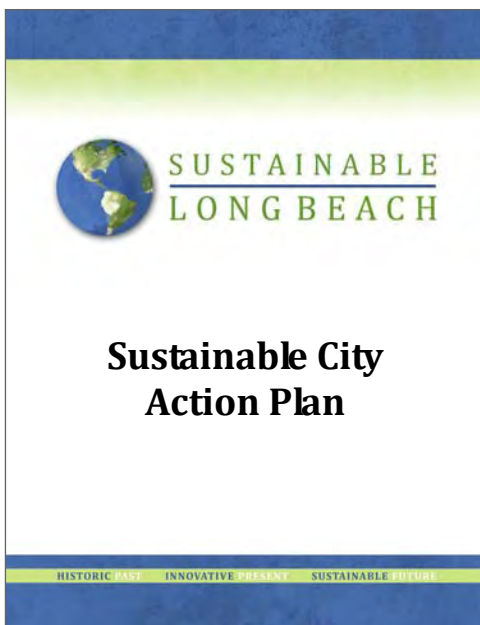
Long Beach Boulevard is a main thoroughfare connecting Downtown to the subregion, I-405, and many Long Beach neighborhoods. This Specific Plan draws from many of the design principles, multi-modal strategies, and mixed-use development standards in the Downtown Plan to create consistency with and connectedness 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.

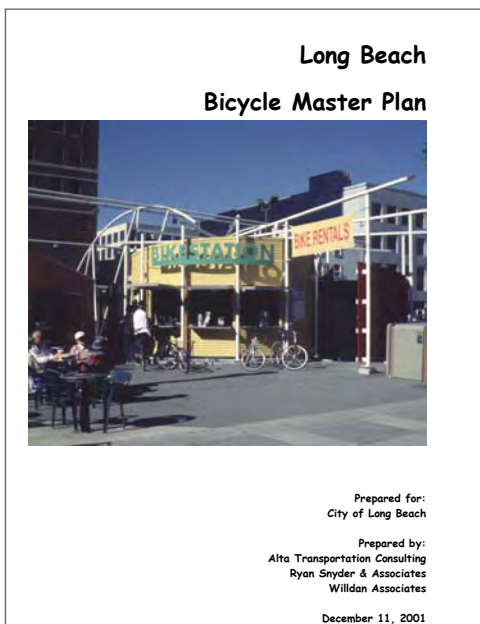
Long Beach Bicycle Master Plan

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.

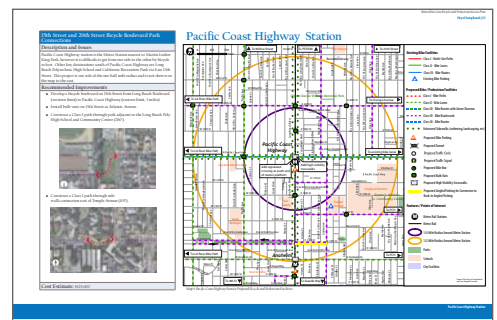
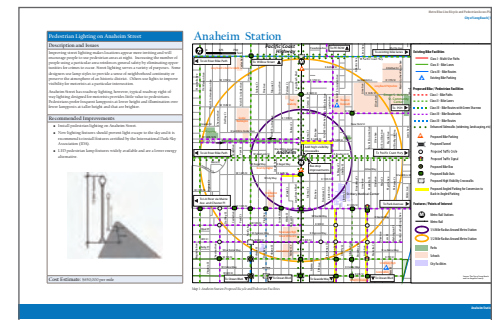
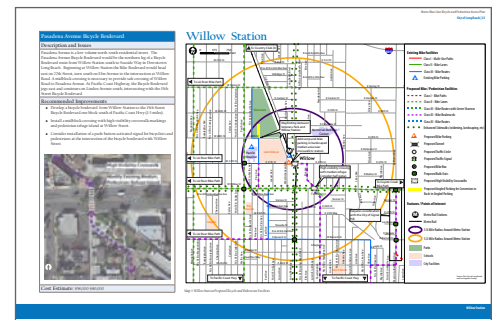
Recommendations for the Willow Station include:

- 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.



The Long Beach General Plan is a comprehensive, long-term plan that creates a vision for the future of the City.

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:

- 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.

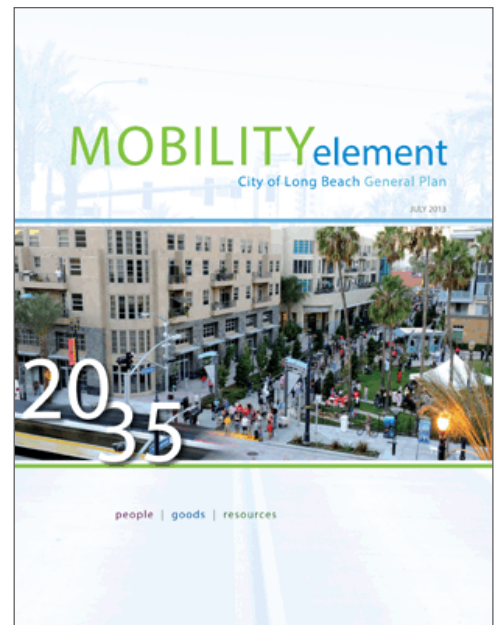
The Mobility Element also discusses the possible extension of Metro's Green Line. Options for expansion include extending the line through South Bay to Torrance and future connections across the Harbor Gateway into the Metro Blue Line Willow Station.

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.

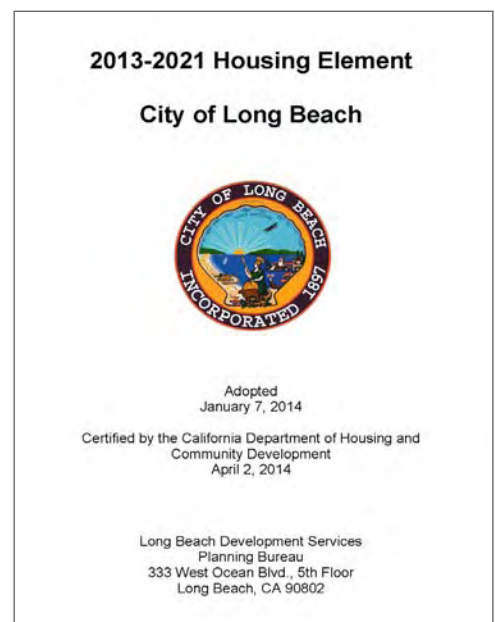
Housing Element

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.

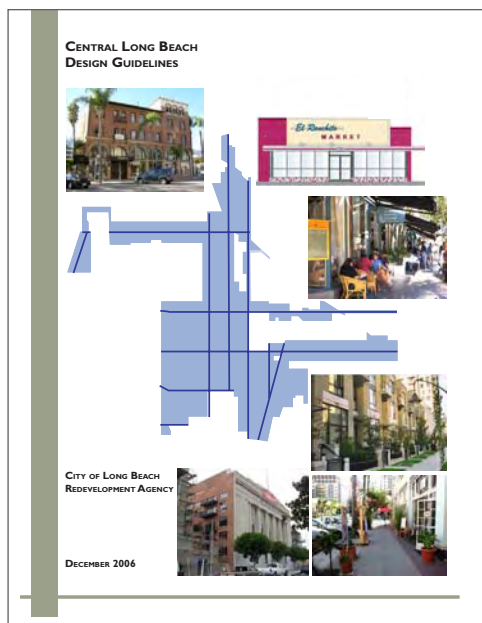
The Midtown Specific Plan promotes the economic and aesthetic revitalization of Long Beach Boulevard, including residential infill projects. It promotes a mix of uses and levels of residential intensity that benefit from existing and future mobility options. Higher density residential uses in this planning 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

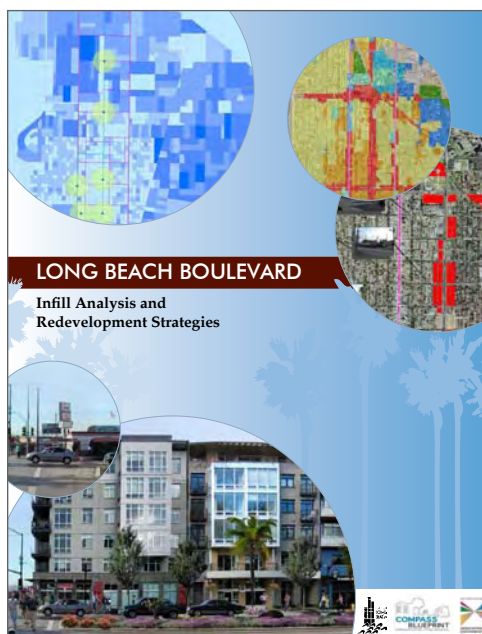
The Central Long Beach Design Guidelines (CLBDG) are intended to implement the goals, design standards, and guidelines of the Central Long Beach Strategic Guide for Development. The guidelines strongly influenced and in some cases are directly reflected in the design guidelines in this specific plan. 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:

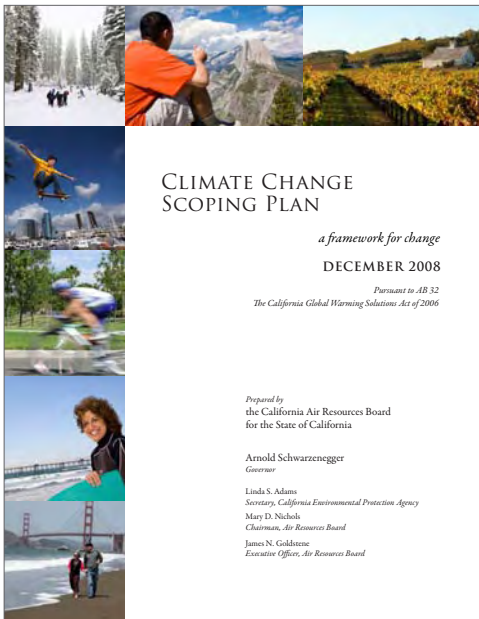
- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment 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

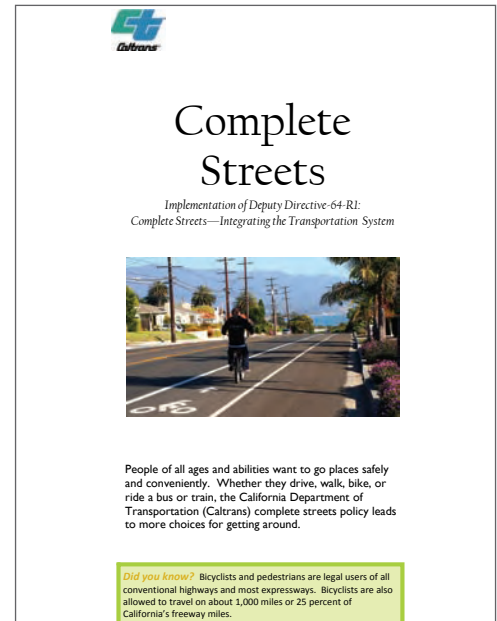
The County of Los Angeles and its transportation agency, Metro, updated the Congestion Management Program (CMP) in 2010 to assess the overall performance of the highway system and provide decision makers with quantitative input for funding improvements and programs. The CMP covers approximately 500 miles 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

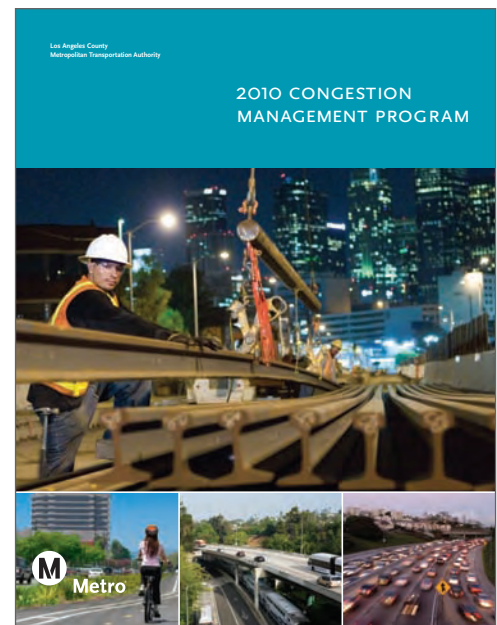
Freeways: I-710, I-605, I-405, SR-91

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.

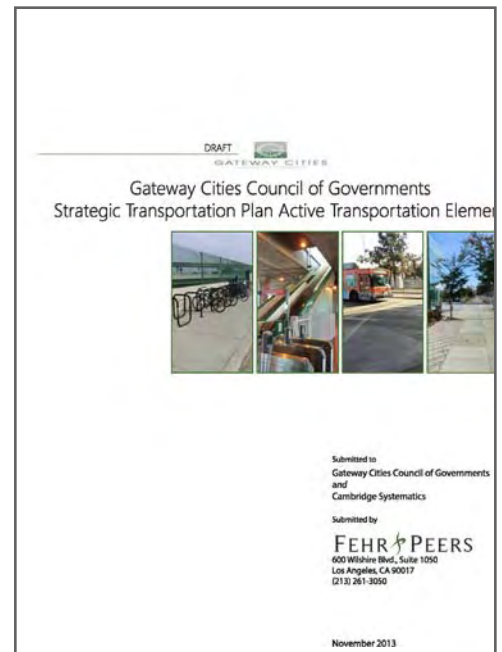
The goal of the GCCOG is not to implement the strategies of the plan for each jurisdiction, but to participate in projects at a regional scale, and it can help cities to implement individual plans by assisting in finding funding, advocating for resources from agencies such as Caltrans or Metro, and/or 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
Strategic Transportation Plan Active
Transportation Element, November 2013
Draft (latest available document)*

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E-mail us at lbds@longbeach.gov



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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 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 ^(d)
	SPRC	ZA	PC	CC		
Establishment of specific plans						
Initial hearing			X			Yes
Final decision				X		Yes

//

1 Section 2. Long Beach Municipal Code Section 21.25, Division VII is
2 amended to read as follows:

3
4 DIVISION VII. PLANNED DEVELOPMENT DISTRICT AND SPECIFIC
5 PLAN PROCEDURES

6 21.25.701 Purpose.

7 The Planned Development (PD) District and Specific Plan (SP)
8 procedures are established to allow flexible development plans to be
9 prepared for certain areas of the City which may benefit from unique or
10 special land use and design controls not otherwise possible under
11 conventional zoning regulations. This Division establishes the procedures
12 for securing the planned development district zone or specific plan zone
13 designation, and for granting a planned development permit or specific plan
14 permit for any project located in a PD or SP district.

15
16 21.25.703 Planned Development or Specific Plan adoption.

17 A. A Planned Development District may only be established by
18 an ordinance specifying, among other things, the goals, objectives, use and
19 development standards for the PD. Such standards shall apply to all
20 development within the PD.

21 B. A Specific Plan may only be established by an ordinance or
22 resolution specifying, among other things, the goals, objectives, use and
23 development standards for the SP. Such standards shall apply to all
24 development within the SP.

25
26 21.25.704 Establishment or amendment of Planned Development District
27 or Specific Plan.

28 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

1 31. PD-31—California State University and Technology Center/Villages
2 at Cabrillo Long Beach Vets

3 32. PD-32—Douglas Park
4

5 21.37.030 Qualifying standards.

6 In order to qualify for the planned development district classification,
7 a property must contain not less than five (5) acres in size or must be a full
8 block face surrounded on all sides by public right-of-way. In any event, the
9 property must have direct access to a public street.
10

11 21.37.040 Establishment procedures.

12 A planned development district classification shall be established in
13 accordance with the administrative procedures contained in Division VII of
14 Chapter 21.25 (Specific Procedures). Among other things, these procedures
15 call for preparation and adoption of a use and development standards plan.
16

17 21.37.050 Development standards.

18 Development plans approved by the City Council shall serve as the
19 applicable zoning regulations for a PD zone. Whenever a PD zone does not
20 contain any standards for a particular aspect of development such as
21 landscaping, then the development standards for that aspect of a zoning
22 district which is closest to the overall intent of the particular planned
23 development district shall apply.
24

25 21.37.060 Site plan review.

26 Site plan review is required for all development proposals within PD
27 districts pursuant to Division V of Chapter 21.25 (Specific Procedures) of
28 this Title. The Site Plan Review Committee shall refer to the Planning

Commission all planned development district project applications which vary from the general or specific use and development standards but which are consistent with the intent of the particular planned development district.

21.37.070 - Alcoholic beverage sales uses.

On-premises and off-premises alcoholic beverage sales uses in planned development districts shall be permitted only as conditional uses unless such uses are specifically exempted from the conditional use permit process by a particular planned development district ordinance.

B. Specific Plans.

21.37.200 Purpose.

As set forth in Government Code sections 65450 through 65458, the specific plan provides a means to establish more specific land use regulations and design standards for properties and areas requiring special attention or treatment. A specific plan serves as a policy and regulatory document, with policy direction and project development concepts consistent with the General Plan.

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

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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: _____

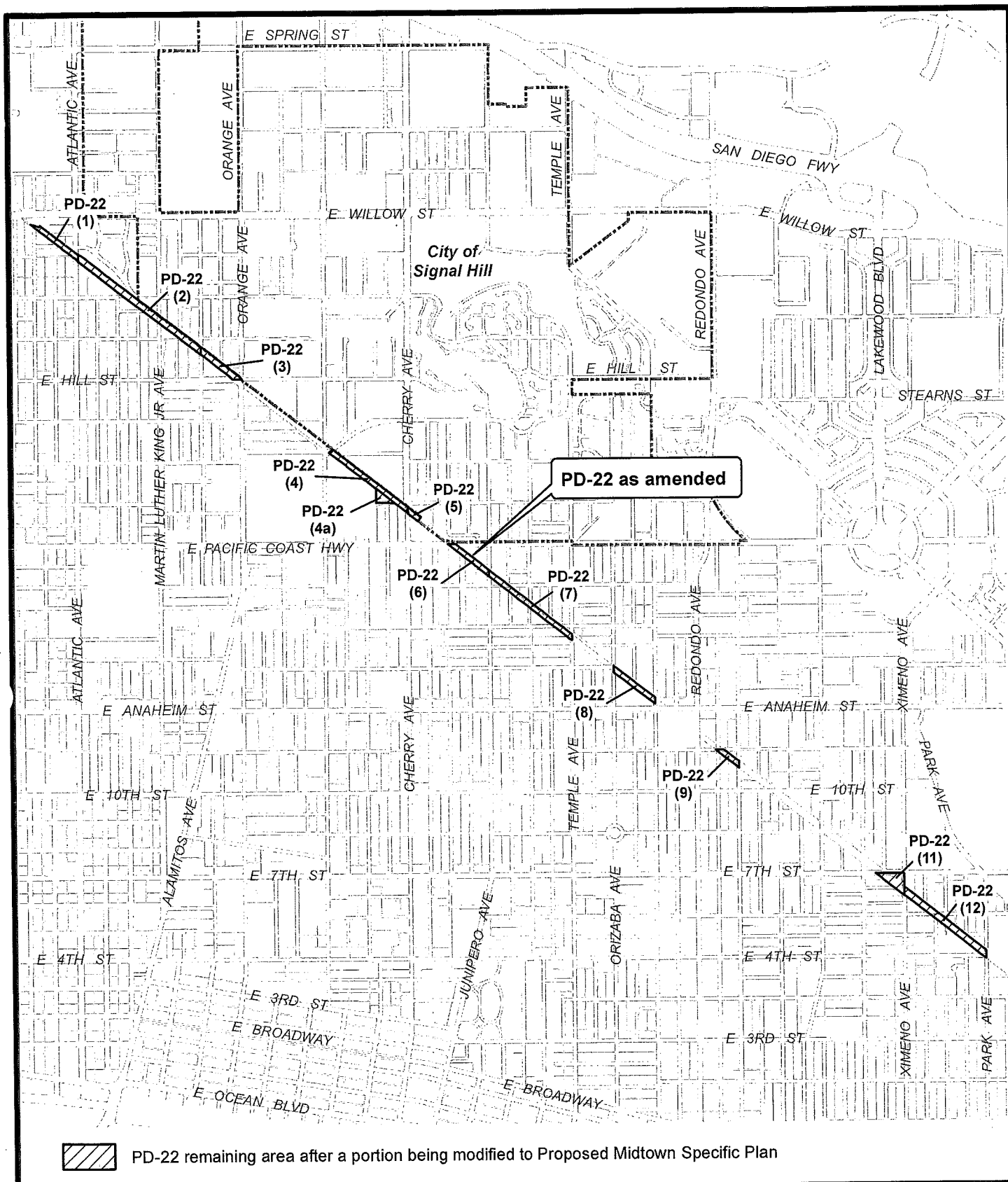
Noes: Councilmembers: _____

Absent: Councilmembers: _____

City Clerk

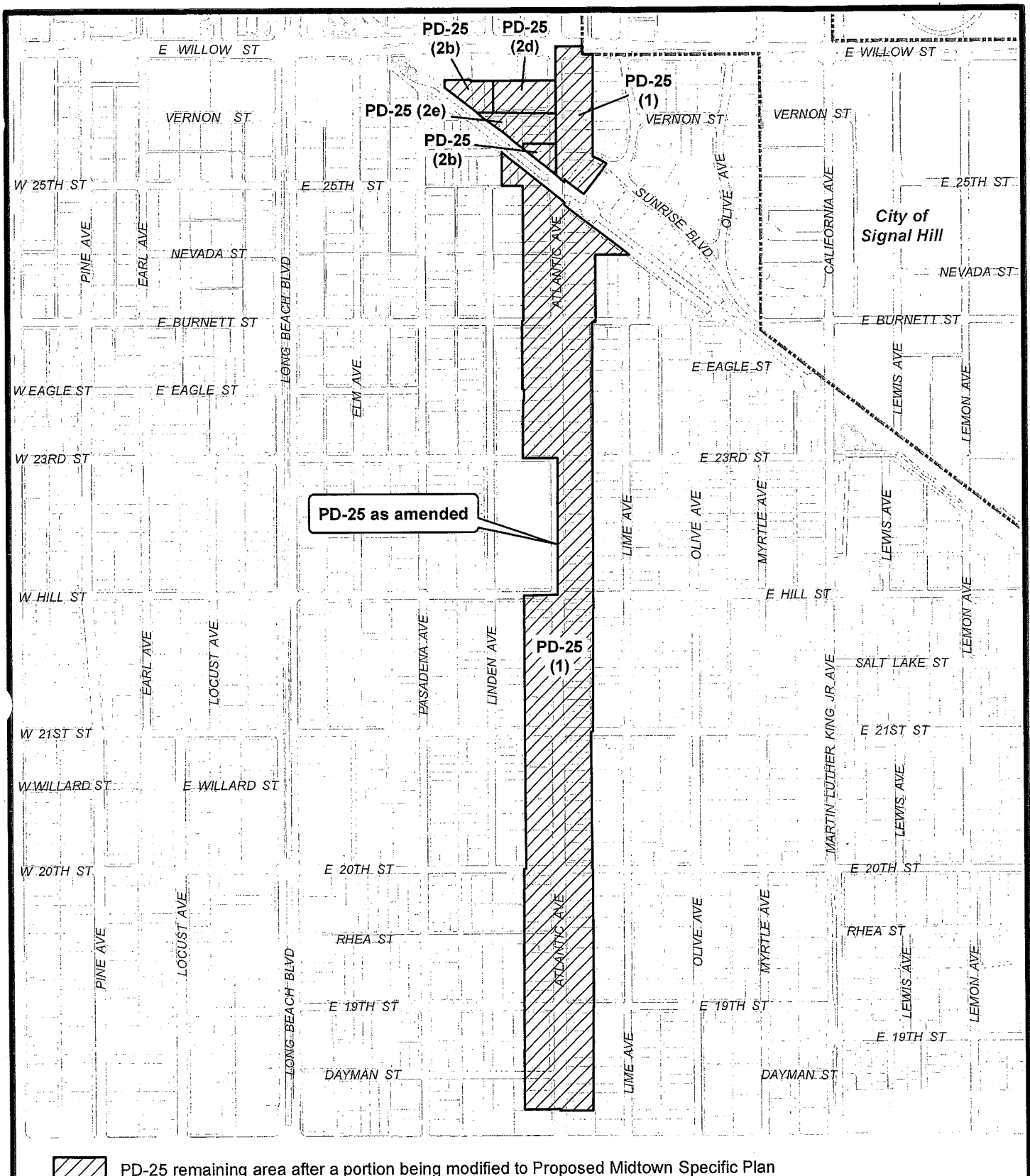
Approved: _____
(Date)

Mayor



AMENDMENT TO A PORTION OF PARTS 10, 11, 15, 16 OF THE USE DISTRICT MAP

Rezoning Case



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

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 dDistrict 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 dDistrict 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 ^{the} 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~~ ^{or resolutions} 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

13

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.

1 21.37.210 Specific Plans established.

2 On and after May 1, 2016, all specific plans shall be indicated by the
3 SP designation, a number and a common name. Specific plans are as
4 follows:

5 1. SP-1—Midtown

7 21.37.330 Establishment procedures.

8 A specific plan shall be established in accordance with the
9 administrative procedures contained in Division I of Chapter 21.25 (Specific
10 Procedures-Zone Changes and Zoning Regulation Amendments).

12 Section 3. The Pacific Railway Planned Development District (PD-22) is
13 hereby amended by amending the boundary map of PD-22 as shown on Exhibit A.

14 Section 4. The Atlantic Avenue Planned Development District (PD-25) is
15 hereby amended by amending the boundary map as shown on Exhibit B.

16 Section 5. The Long Beach Boulevard Planned Development District
17 (PD-29) is hereby repealed and replaced and superseded by the Midtown Specific Plan
18 (SP-1).

19 Section 6. The City Clerk shall certify to the passage of this ordinance by
20 the City Council and cause it to be posted in three (3) conspicuous places in the City of
21 Long Beach, and it shall take effect on the thirty-first (31st) day after it is approved by the
22 Mayor.

23 //

24 //

OFFICE OF THE CITY ATTORNEY
CHARLES PARKIN, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

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

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF LONG BEACH AMENDING THE LAND USE
DISTRICT MAP OF THE CITY OF LONG BEACH AS SAID
MAP HAS BEEN ESTABLISHED AND AMENDED BY
AMENDING PORTIONS OF PARTS 9, 10, 15, AND 16 OF
SAID MAP TO REFLECT THE ESTABLISHMENT OF THE
MIDTOWN SPECIFIC PLAN (SP-1)

The City Council of the City of Long Beach ordains as follows:

Section 1. Environmental documentation having been prepared,
certified, received and considered as required by law, and the City Council hereby finding
that the proposed change will not adversely affect the character, livability or appropriate
development of the surrounding area and that the proposed change is consistent with the
goals, objectives and provisions of the General Plan, the official Land Use District Map of
the City of Long Beach, as established and amended, is further amended by amending
portions of Parts 9, 10, 15, and 16 of said Map to rezone the subject parcels to Midtown
Specific Plan (SP-1).

Section 2. Those portions of Parts 9, 10, 15 and 16 of said map that are
amended by this Ordinance are depicted on Exhibit "A" which is attached hereto and by
this reference made a part of this ordinance and the official Land Use District Map of the
City.

Section 3. All ordinances and parts of ordinances in conflict herewith are
hereby repealed.

Section 4. The City Clerk shall certify to the passage of this ordinance by
the City Council and cause it to be posted in three conspicuous places in the City of Long

OFFICE OF CITY ATTORNEY
CHARLES PARKIN, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

1 Beach, and it shall take effect on the thirty-first day after it is approved by the Mayor.

2
3 I hereby certify that the foregoing ordinance was adopted by the City
4 Council of the City of Long Beach at its meeting of _____, 2016, by the
5 following vote:

6
7 Ayes: Councilmembers:

10
11 Noes: Councilmembers:

12
13 Absent: Councilmembers:

14
15
16
17 _____
City Clerk

18
19 Approved: _____

20 _____
Mayor

MCCADDEN CAMPUS SENIOR HOUSING

City of Los Angeles

Department of City Planning • Major Projects Section
City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012



FINAL ENVIRONMENTAL IMPACT REPORT

HOLLYWOOD COMMUNITY PLAN AREA

Main Document and Appendices

McCadden Project

Case Number: ENV-2015-1192-EIR

State Clearinghouse Number: 2015101001

Project Location: 1118–1136 N. McCadden Place, 1119–1139 N. McCadden Place, and 6719–6733 Santa Monica Boulevard, Los Angeles, CA 90038

Council District: 4

Project Description: The Los Angeles LGBT Center and McCadden Plaza, LP propose the development of the McCadden Project, a mixed-use project that would provide services and affordable housing for at-risk seniors and young adults and serve as the new headquarters for the LGBT Center. The Project would be developed on two sites (the East Site and the West Site) bisected by N. McCadden Place. The East Site includes an existing, one-story, approximately 28,600-square-foot office building and would be removed as part of the Project. The West Site is currently occupied by The Village at Ed Gould Plaza, which is operated by the LGBT Center and includes a one/two-story building with approximately 30,708 square feet of floor area. The Project does not include any changes to the Village or the current uses therein, but the Village would become part of the Project. The Project includes three buildings: a six-story senior housing building with 100 affordable housing units for seniors; a five-story youth housing building with 35 affordable housing units for young people, ages 18–24; and a one- to four-story LGBT facility with approximately 69,250 square feet of floor area, including a senior center, a youth center, administrative offices, accessory recreational space, a kitchen/service area, dwelling space with 55 transitional living and emergency guest rooms, and retail. The youth housing building would be developed on the West Site and the other two buildings would be developed on the East Site. The Project also includes approximately 350 parking spaces that would be provided in a two-level subterranean parking garage on the East Site. Overall, the Project includes the removal of approximately 28,600 square feet of existing improvements and the construction of approximately 185,560 square feet of new improvements, resulting in a net increase of 156,960 square feet of net new floor area on the Project Site. With the inclusion of the existing Village floor area, the Project Site would include approximately 216,268 square feet of floor area following the completion of the Project.

APPLICANT:

Los Angeles LGBT Center/
McCadden Plaza, LP

PREPARED BY:

Eyestone Environmental

ON BEHALF OF:

The City of Los Angeles
Department of City Planning
Major Projects Section

August 2016

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I. Executive Summary

I. Executive Summary

1. Introduction

In accordance with California Environmental Quality Act (CEQA) Guidelines Sections 15088, 15089, and 15132, the City of Los Angeles, as Lead Agency, has prepared this Final Environmental Impact Report (Final EIR) for the McCadden Project (the Project) proposed by the Los Angeles LGBT Center (LGBT Center) and McCadden Plaza, LP (collectively, project applicant).

As described in Sections 15089 and 15132 of the CEQA Guidelines, a lead agency must prepare a Final EIR before approving a project. The purpose of a Final EIR is to provide an opportunity for the lead agency to respond to comments made by the public and agencies regarding a project's Draft EIR. Pursuant to CEQA Guidelines Section 15132, this Final EIR includes a revised summary, corrections and additions to the Draft EIR, a list of persons, organizations, and agencies that provided comments on the Draft EIR, responses to comments received regarding the Draft EIR, and a Mitigation Monitoring Program.

This Final EIR constitutes the second part of the EIR for the Project and is intended to be a companion to the Draft EIR. The Draft EIR for the Project, which circulated for public review and comment from June 9, 2016, through July 25, 2016, constitutes the first part of the EIR and is incorporated by reference and bound separately. (Refer to Volumes 1 through 4 of the Draft EIR). This Final EIR is organized into four main sections as follows:

Section I. Executive Summary—This section provides an overview of the Project and its potential impacts. Also included in this section are areas of controversy and issues to be resolved, an overview of the public review process that was completed for the Project, and a summary of the alternatives to the Project.

Section II. Corrections and Additions to the Draft EIR—This section provides a list of revisions that have been made to the Draft EIR for the Project, based on comments received from the public and agencies, and other items requiring updating and/or correction. This section also includes an analysis demonstrating the proposed corrections and additions would not result in new significant impacts.

Section III. Responses to Comments—This section presents a matrix of the parties that commented on the Draft EIR and the issues that they raised. This matrix is followed by verbatim numbered copies of the comments followed by numbered responses to each of the written comments made regarding the Draft EIR. Copies of the full original comment letters are provided in Appendix FEIR-A of this Final EIR.

Section IV. Mitigation Monitoring Program (MMP)—This section provides the full MMP for the Project. The MMP lists project design features and mitigation measures by environmental topic, and identifies for each of the features and measures the applicable enforcement agency, monitoring agency, monitoring phase, monitoring frequency, and action indicating compliance.

This Final EIR also includes the following appendix:

Appendix FEIR-A. Draft EIR Comment Letters—This appendix to the Final EIR includes copies of all written comments received on the Draft EIR.

2. Existing Project Site Conditions

The Project Site is currently occupied by a one-story office building comprising approximately 28,600 square feet and associated surface parking (on the East Site) and the approximately 30,708-square-foot Village and associated surface parking (on the West Site). Approximately 119 surface parking spaces are currently located on the Project Site, including 38 required parking spaces for the Village. Vehicular and pedestrian access to the Project Site is available by driveways on both sides of N. McCadden Place and along Las Palmas Avenue. Existing landscaping within the Project Site includes ornamental landscaping near Project Site boundaries, within the surface parking areas, and within courtyard areas in the Village. Ornamental trees located along the boundaries of the Project Site consist of various non-native species that are not subject to the City's protected tree regulations in Section 17.05.R of the LAMC.

The LGBT Center currently occupies a portion of the existing one-story office building on the East Site to provide office space for 40 of its employees.

The Village currently serves as a community center providing legal, financial, and educational assistance, as well as performance and exhibition space within a 200-fixed-seat theater, a 50-non-fixed-seat theater, two galleries, offices, a library, classrooms, program space, a media lab and a courtyard. The LGBT Center periodically hosts evening events in the Village courtyard, including receptions for gallery openings, movie screenings, live performances and dances with limited amplified sound, fundraisers, social events and

food festivals. There were approximately 50 such events in 2014, mostly attended by a maximum of 200 people, with occasional events that included more than 200 people. In almost all cases, these events ended by 10:00 P.M. Three of the events involved a one-day closure of N. McCadden Place and the use of the existing surface parking lots on the East Site.

The Project Site is located within the area subject to the Hollywood Community Plan (Community Plan), adopted in December 1988. The current land use designation for the Project Site in the Community Plan is Limited Manufacturing.

The Project Site is currently zoned [Q]M1-1VL-SN (Qualified Limited Industrial, Height District 1VL, Sign District). The Limited Industrial zone permits a wide array of land uses. Specifically, the M1 zone permits any commercial land use permitted in the MR1 and C2 zones, in addition to other specified uses, including foundries, rental of equipment commonly used by contractors, stadiums, arenas, auditoriums, and indoor swap meets. The C2 zone allows a variety of commercial, office, residential, retail, and hotel uses. The Height District 1VL designation within the M1 zone imposes a height limitation of three stories or 45 feet and a maximum floor area ratio (FAR) of 1.5:1. In addition, pursuant to Ordinance No. 164,704, adopted in 1989, a Q condition for the Project Site limits commercial uses to those permitted in the C4 Zone. The “SN” in the zoning designation indicates that the Project Site is located in the Hollywood Signage Supplemental Use District.

The Project Site is also located within the boundaries of the federally-designated Los Angeles Promise Zone. The Promise Zones initiative is implemented by the U.S. Department of Housing and Urban Development, with the goal of revitalizing high-poverty urban, rural, and tribal communities through public-private partnerships and collaboration at the local, state, and federal levels to bring resources and expertise to the communities. The Los Angeles Promise Zone, which includes the neighborhoods of Hollywood, East Hollywood, Koreatown, Pico Union, and Westlake, is home to approximately 165,000 residents, of whom approximately 35 percent live in poverty. The City of Los Angeles serves as lead agency for the Los Angeles Promise Zone, and the LGBT Center is an implementation partner in the Promise Zone initiative.

3. Overview of the Project

The Project is a mixed-use development that would provide affordable housing, temporary beds, and a variety of services for at-risk, homeless and low-income seniors and young people. It would also serve as the new headquarters for the LGBT Center. In addition to multigenerational affordable housing, the Project includes program space for senior and youth services, including media classrooms, accessory recreational space,

administrative offices, and retail space that would primarily serve project residents, employees, clients, and guests.

The Project would be developed on two sites (the East Site and the West Site) bisected by N. McCadden Place. The East Site includes an existing, one-story, approximately 28,600-square-foot office building and would be removed as part of the Project. The northerly portion of the West Site is currently occupied by The Village at Ed Gould Plaza, which is operated by the LGBT Center and includes a one/two-story building with approximately 30,708 square feet of floor area. The Project does not include any changes to the Village or the current uses therein, but the Village would become part of McCadden Campus.

The Project includes three buildings: a six-story senior housing building with 100 affordable housing units for seniors (including one manager's unit); a five-story youth housing building with up to 35 affordable housing units for young people, ages 18–24 (including one manager's unit); and a one- to four-story LGBT facility with approximately 69,250 square feet of floor area, including a 7,085-square-foot senior center, a 15,465-square-foot youth center, approximately 17,040 square feet of administrative offices, approximately 5,215 square feet of accessory recreational space, a 4,520-square-foot kitchen/service area, approximately 18,040 square feet of dwelling space with 55 transitional living and emergency guest rooms with a capacity for 100 beds (including 60 transitional living beds and 40 emergency overnight beds), and 1,885 square feet of retail, all of which would primarily serve project residents, employees, clients, and guests. The proposed youth housing building would be developed on the West Site, immediately south of the existing Village, and the other two buildings would be developed on the East Site.

The Project also includes approximately 350 parking spaces that would be provided in a two-level subterranean parking garage on the East Site. The proposed uses and the existing Village would be integrated and connected by several landscaped courtyards, garden areas, and landscaped pathways. In addition, a minimum of 13,625 square feet of open space for the senior and youth housing (approximately 10,125 square feet associated with the senior housing and 3,500 square feet relating to the youth housing) would be provided in accordance with LAMC requirements.

Overall, the Project includes the removal of approximately 28,600 square feet of existing improvements and the construction of approximately 185,560 square feet of new improvements, resulting in a net increase of 156,960 square feet of net new floor area on the Project Site. With the inclusion of the existing Village floor area (approximately 30,708 square feet), the Project Site would include approximately 216,268 square feet of floor area following the completion of the Project.

a. Project Design

The proposed affordable senior housing, youth housing, and LGBT facility would be provided in three buildings. The six-story senior housing building on the East Site would extend primarily along the northern and eastern boundaries of the East Site. The building height would be approximately 75 feet and would be set back approximately 14.4 feet from the northern property line and 9 feet from the southern and eastern property lines. The senior housing building would include 100 affordable housing units for seniors.

The five-story affordable youth housing building would be constructed on the West Site, just south of the existing Village. The youth housing building would have an approximate height of 60 feet, and would be constructed up to the property line along N. McCadden Place to align with the existing Village, with setbacks of approximately 3 feet from the southern property line and approximately 19 feet from the western property line. The building would include up to 35 affordable housing units for young people, ages 18–24.

The one- to four-story LGBT facility would be located on the East Site, south and west of the senior housing building, along N. McCadden Place and Santa Monica Boulevard. The LGBT facility would range in height from one to three stories along N. McCadden Place and from one- to four-stories along Santa Monica Boulevard. The LGBT facility would include transitional living and emergency guest rooms, senior and youth centers, administrative offices, media classrooms and accessory recreational space, and retail along Santa Monica Boulevard that primarily serves project residents, employees, clients, and guests. The LGBT facility would range in height from approximately 20 feet to approximately 56 feet and would be set back approximately 9 feet from the eastern property line along N. Las Palmas Avenue, approximately 6 feet from the northern property line, 0 feet to approximately 5 feet from the western property line along N. McCadden Place, and approximately 0 feet to 4 feet from the southern property line along Santa Monica Boulevard. The roof area of the accessory recreational space in the LGBT facility would be used occasionally for meetings and events.

The proposed buildings on the East Site would be integrated and include several courtyards that would include seating and landscaping. In addition, the East Site and the West Site would each feature a courtyard/plaza adjacent to N. McCadden Place (i.e., the existing courtyard in the Village and the proposed plaza adjacent to the LGBT facility) that would symbiotically link the two sides of the Project and form a central plaza that would serve as the gathering space for the campus. The parking would be located in a subterranean parking garage under the East Site to allow for an open and pedestrian friendly campus.

Upon its completion, the Project would include a total of 216,268 square feet of floor area (including the existing 30,708-square-foot Village) and a corresponding FAR of approximately 1.86:1. The FAR for the new construction would be approximately 2.15:1.

Overall, the Project would feature a contemporary architectural style and would be designed to create a visually unified site with new buildings designed to complement the existing Village and respond to the low- to mid-scale character of the surrounding area. The proposed buildings would include building fenestration, a variety of surface materials, and a stepped-back design to create horizontal and vertical articulation, provide visual interest, and maintain the existing urban scale to enhance the pedestrian nature of the campus. Building materials would include finished concrete, stucco, translucent wall panels and glass.

b. Proposed Operations

Upon completion of the Project, the LGBT Center would relocate its headquarters to the Project Site from its current location on Schrader Boulevard in Hollywood, which would allow it to expand the services it currently provides at the Schrader Boulevard facility as a Federally Qualified Health Center. The LGBT Center would provide services and housing for at-risk seniors and young people in the new LGBT facility. This would include a number of services targeted at younger clients, including case management, counseling, mentoring and educational activities (including a GED preparation program and post-secondary educational opportunities through the youth academy), employment training and placement, and legal services. The Project also includes safe spaces for relaxation and a dining area reserved for younger clients. In addition, the Project would expand the LGBT Center's current emergency bed and transitional living programs, offering accommodation to homeless young people for periods ranging from one to 90 days with respect to emergency overnight beds and up to 18 months with respect to transitional living beds.

Case management services for seniors would also be provided in the senior center, along with educational activities, employment training and legal services. Additional senior services would include a variety of lifestyle classes, with programs in dance, yoga, fitness and culinary arts, as well as language courses, computer training, and music classes. The Project would also include a dining area for the exclusive use of senior clients.

In addition, the Project includes 100 units of affordable housing for seniors and up to 35 units of affordable housing for special-needs young people, ages 18–24. The residents in these units would have access to the facilities available and services offered as part of the Project, including those provided at the Village on the West Site. The existing media lab at the Village would be expanded and relocated to the LGBT facility building on the East Site.

The administrative offices in the LGBT facility would provide office space for LGBT Center staff. The accessory recreational space in the LGBT facility would include the main lobby and an information booth for the Project. It would be the focal point for the LGBT Center's activities, blending interior and exterior spaces to provide a backdrop for meetings, classes and events. The LGBT facility would also include street-level spaces along Santa Monica Boulevard that would provide retail goods and/or services primarily for project residents, employees, clients, and guests.

The LGBT Center would continue to host the types of outdoor events and activities that already occur in the Village courtyard. Upon completion of the Project, many of these events and activities would jointly occur in the Village courtyard and the proposed courtyard on the East Site adjacent to N. McCadden Place. For these events, the LGBT Center would obtain approval for the temporary closure of the segment of N. McCadden Place between the two courtyards to create a temporary, unified event/activity space. It is anticipated that these events and activities would continue to occur on a regular basis in one or both of the courtyards, with attendance normally ranging between 50 to 200 people and an occasional event which would exceed that range. It is anticipated that up to one event per week could require the temporary closure of the N. McCadden Place segment.

c. Access, Circulation, and Parking

Vehicular access to the proposed subterranean parking garage would be provided by two driveways, one along N. McCadden Place and the other along Las Palmas Avenue, the latter of which would only be accessible by senior residents. Pedestrian access to the Project Site would be provided along Santa Monica Boulevard, N. McCadden Place and Las Palmas Avenue.

In order to enhance the safety and aesthetic of the pedestrian environment between the East Site and the West Site and facilitate the joint use of the existing Village courtyard and the proposed new courtyard adjacent to N. McCadden Place on the East Site for events/activities, the Project includes narrowing portions of N. McCadden Place between Santa Monica Boulevard and Lexington Avenue. Specifically, the roadway segment of N. McCadden Place between the East Site and the West Site would be narrowed from 34 feet to 24 feet (5 feet on both sides of the centerline) and a segment adjacent to the southern portion of the East Site would be narrowed from 34 feet to 29 feet (5 feet on the east side of the centerline). In addition, a raised speed table with a crosswalk would be added on N. McCadden Place between the existing Village courtyard and the proposed plaza on the East Site. In order to narrow the existing roadway segments on N. McCadden Place, the removal of 17 of the existing metered parking spaces along N. McCadden Place would be required. These spaces are currently used almost exclusively by clients and guests of the Village.

The subterranean parking garage under the East Site includes approximately 350 parking spaces. The parking garage would extend to a depth of approximately 30 feet below the existing ground surface. As part of the Project, the required 38 parking spaces for the existing Village, which are currently located in the surface parking lot on the West Site where the proposed youth housing building would be developed, would be relocated to the proposed subterranean parking garage. The parking garage would provide parking for residents, clients, visitors, and LGBT Center staff with respect to both the Village and the new development, and the parking garage includes approximately 98 additional parking spaces than required under the LAMC, in part to compensate for the removal of 17 of the existing parking spaces along N. McCadden Place.

The Project also includes 227 bicycle parking spaces in connection with the new construction, including 25 spaces for short-term bicycle parking and 202 spaces for long-term bicycle parking, in accordance with LAMC requirements.

d. Landscaping and Open Space

The existing and proposed buildings and interior spaces would be connected physically and visually by a series of plazas, courtyards and gardens. Specifically, as part of the senior housing and LGBT facility buildings, the Project includes landscaped courtyards that feature gardens, lounge areas and residential amenities, including the outdoor landscaped plaza along the east side of N. McCadden Place with gardens, activity space and seating areas. The Project also includes a minimum of approximately 13,625 square feet of open space for the senior and youth housing (with a minimum of approximately 10,125 square feet associated with the senior housing and 3,500 square feet relating to the youth housing) in accordance with LAMC requirements.

e. Lighting and Signage

The Project would introduce new sources of artificial lighting, including: low-level interior lighting visible through the windows of the residential units, administrative and activity spaces, ground-floor lobbies, and the retail space along Santa Monica Boulevard; low-level accent lighting on buildings to highlight architectural features and signage; lighting associated with the outdoor plaza and accessory recreational space; low-level lighting on the roof deck at the top of the accessory recreational space and the roof deck at the top of the portion of the LGBT facility that houses the administrative offices and retail space; and low-level security, wayfinding lighting and landscape lighting throughout the Project Site. The vertical surface of the accessory recreational space in the LGBT facility would be lit internally to emit a soft glow during nighttime hours.

The proposed lighting sources would be similar to other lighting sources in the vicinity of the Project Site and would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity during the day and night.

In any event, all exterior lighting would be shielded or directed toward the areas to be lit to limit light spillover onto offsite uses, and would meet all applicable LAMC lighting standards. As required by the LAMC, no exterior light sources and building materials associated with the Project would cause more than 2 foot-candles of lighting intensity or generate direct glare onto: (1) exterior glazed windows or glass doors on any property containing residential units; (2) an elevated habitable porch, deck, or balcony on any property containing residential units; or (3) any ground surface intended for uses such as recreation, barbecue or lawn areas, or any other property containing a residential unit or units. All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.

Project signage would include identity signage and directional/wayfinding signs. In general, new signage would be architecturally integrated into the design of the buildings and would establish appropriate identification for the residential, administrative, institutional, and commercial uses. Project signage would be illuminated by means of low-level external lighting, internal halo lighting, or ambient light. Exterior lights would be directed onto signs to minimize offsite glare. The Project would not include electronic signage or signs with flashing, mechanical, or strobe lights. In accordance with the LAMC, illumination used for project signage would be limited to a light intensity of 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

f. Sustainability Features

The Project has been designed and would be constructed to incorporate environmentally sustainable design features required by the Los Angeles Green Building Code, and the sustainability intent of the U.S. Green Building Council's Leadership in Energy Efficiency and Design (LEED) green building program, using both LEED-H v2010 and LEED-NC v2009 rating systems, to achieve LEED Silver certification equivalency. LEED standards would be incorporated to reduce energy and water usage and waste, and thereby reduce associated greenhouse gas emissions. The Project would incorporate, but not be limited to, the following features to support and promote environmental sustainability: Energy Star appliances; reduced indoor water use by at least 20 percent; plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) that

comply with the performance requirements specified in the Green Building Code; weather-based irrigation system; and water-efficient landscaping.

g. Project Construction and Scheduling

Project construction is anticipated to occur over approximately 31 months commencing in 2016 and ending in 2019. The construction of the Project would commence with removal of the existing building and surface parking areas, followed by grading and excavation for the subterranean parking garage. Building foundations would then be constructed, followed by building construction, paving/concrete installation, and landscape installation. It is estimated that approximately 69,250 cubic yards of soil would be hauled from the Project Site during the excavation phase. The haul route from the Project Site is anticipated to be easterly along Santa Monica Boulevard to the US 101 Freeway.

4. Necessary Approvals

The City of Los Angeles has the principal responsibility for approving the Project. Approvals required for development of the Project include, but are not limited to, the following:

- Pursuant to Charter Section 555 and LAMC Sections 11.5.6 and 12.32, a general plan amendment to change the land use designation for the Project Site in the Hollywood Community Plan from Limited Manufacturing to General Commercial.
- Pursuant to Charter Section 558 and LAMC Section 12.32, a vesting zone change to change the zoning designation for the Project Site from [Q]M1-1VL-SN to (T)(Q)C2-2D-SN.
- Pursuant to Charter Section 558 and LAMC Section 12.32, a height district change to change the height district for the Project Site from Height District 1VL to Height District 2D. The proposed “D” limitation would permit a maximum FAR of 3:1 for the entire Project Site, in lieu of the maximum FAR of 6:1 otherwise permitted in Height District 2.
- Pursuant to LAMC Section 16.05, approval of site plan review.
- Pursuant to LAMC Section 17.15, a vesting tentative tract map.
- Pursuant to LAMC Section 12.22.A.25, a Density Bonus to allow: (1) the use of Parking Option 2; (2) an “on-menu” incentive to average floor area ratio, density, parking, and open space; and (3) off-menu incentives to allow: (a) a 3-foot, side-yard setback on the south side of the proposed youth housing building

in lieu of the required 8-foot, side-yard setback required in the C2 zone and (b) 40 emergency overnight beds in lieu of the maximum of 30 emergency overnight beds permitted in the C2 zone.

- Ordinance to: (1) modify the street designation standards for a segment of N. McCadden Place that bisects the Project Site from a 36-foot roadway and 60-foot right-of-way to a 24-foot roadway and 50-foot right-of-way; (2) modify the street designation standards for the easterly half of a segment of N. McCadden Place adjacent to the East Site from an 18-foot, half-width roadway and 30-foot, half-width right-of-way to a 12-foot, half-width roadway and a 25-foot, half-width right-of-way; and (3) waive the dedication for a 15-foot by 15-foot cut corner or 20-foot curved corner radius at the northeast corner of Santa Monica Boulevard and N. McCadden Place.
- A haul route permit.
- Other discretionary and ministerial permits and approvals that will or may be required, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

5. Public Review Process

In accordance with CEQA, the environmental review process for the Project commenced with solicitation of comments from identified responsible and trustee agencies, as well as interested parties on the scope of the Draft EIR, through a Notice of Preparation (NOP) process. The City prepared an Initial Study and circulated an NOP for public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on October 1, 2015, for a 30-day review period. In addition, a public scoping meeting was conducted on October 15, 2015. The public scoping meeting provided the public with the opportunity to receive information regarding the Project and to provide input regarding issues to be addressed in the Draft EIR. The Initial Study, NOP, and NOP comment letters are included in Appendix A to the Draft EIR.

Consistent with the requirements of Sections 15087 and 15105 of the CEQA Guidelines, the Draft EIR was submitted to the State Clearinghouse, Office of Planning and Research, and was circulated for a 45-day public comment period commencing on June 9, 2016 and ending on July 25, 2016. Following the Draft EIR public comment period, this Final EIR has been prepared that includes responses to the comments raised regarding the Draft EIR.

6. Areas of Controversy/Issues to be Resolved

Potential areas of controversy and issues to be resolved by the City's decision-makers may include those environmental issue areas where the potential for a significant unavoidable impact has been identified. As evaluated in Section IV, Environmental Impact Analysis, of the Draft EIR, these areas may include noise and vibration during construction.

Based on the Draft EIR comment letters received regarding the Draft EIR, which are included in Appendix FEIR-A to this Final EIR, issues known to be of concern include tribal resources.

7. Summary of Alternatives

The Draft EIR examined three alternatives to the Project in detail, which include: No Project/No Build Alternative; Residential Only Alternative; and Reduced Density Alternative. A general description of these Alternatives is provided below. Refer to Section V, Alternatives, of the Draft EIR for a more detailed description of these alternatives and a comparative analysis of the impacts of these alternatives with those of the Project.

Alternative 1: No Project/No Build Alternative

Alternative 1, the No Project/No Build Alternative assumes that the Project would not be approved and no new development would occur within the Project Site. Specifically, the Project Site would continue to be occupied by a one-story office building comprising approximately 28,600 square feet and associated surface parking (on the East Site) and the approximately 30,708-square-foot Village and associated surface parking (on the West Site) and no new construction would occur.

Alternative 2: Residential Only Alternative

Under Alternative 2, the Residential Only Alternative would replace the existing office building and surface parking on the East Site and the surface parking on the West Site with new buildings. However, the Residential Only Alternative would not provide any of the programs and services proposed as part of the Project or include a new headquarters for the LGBT Center. The Residential Only Alternative would instead include only residential uses, with a total of 215 units, which is the maximum number of residential units that would normally be permitted in the proposed C2 zone. The Residential Only Alternative includes four residential buildings. Similar to the Project, the first building would include 100 affordable housing units for seniors. The senior housing building proposed under this Alternative would be similarly situated along the northeastern portion of the East Site. However, the Residential Only Alternative would reduce the height of the senior

housing building compared to the Project from a six-story, 75-foot building to a five-story building with a maximum height of 65 feet.

Alternative 3: Reduced Density Alternative

The Reduced Density Alternative would result in the development of the Project Site in a manner similar to the Project, but the density of the proposed uses would be reduced. Specifically, under this Alternative, the proposed affordable housing units would be reduced by roughly 20 percent. The number of senior units would be reduced from 100 to 79 and the number of youth housing units would be reduced from 35 to 27, for an overall reduction from 135 units to 106 units. In addition, the new LGBT facility would be reduced by 30 percent from approximately 69,250 square feet to approximately 48,475 square feet of floor area. This would include a 4,960 square-foot senior center, 10,830 square-foot youth center, 11,930 square feet of administrative offices, approximately 3,650 square feet of accessory recreational space, a 3,165-square-foot kitchen/service area, approximately 12,625 square feet of dwelling space with 39 transitional living and emergency guest rooms with a capacity for 70 beds (including 42 transitional living beds and 28 emergency overnight beds), and 1,315 square feet of retail, all of which would primarily serve project residents, employees, clients, and guests. As with the Project, the uses proposed under the Reduced Density Alternative would be provided within three buildings, including a senior housing building, a youth housing building, and the LGBT facility building.

8. Summary of Environmental Impacts and Mitigation Measures

Table I-1 on page I-14 provides a summary of the environmental impacts of the Project. These impacts are summarized as follows:

**Table I-1
Summary of Impacts Under the Project**

Environmental Issue	Proposed Project Impact
A. AESTHETICS, VIEWS, LIGHT/GLARE AND SHADING	
Aesthetics	
<i>Construction</i>	Less Than Significant
<i>Operation</i>	Less Than Significant
Views	Less Than Significant
Light/Glare	Less Than Significant
Shadings	Less Than Significant
B. AIR QUALITY	
Construction	
<i>Regional Emissions</i>	Less Than Significant
<i>Local Emissions</i>	Less Than Significant
<i>Toxic Air Contaminants</i>	Less Than Significant
Operation	
<i>Regional Emissions</i>	Less Than Significant
<i>Local Emissions</i>	Less Than Significant
<i>Toxic Air Contaminants</i>	Less Than Significant
C. GREENHOUSE GAS EMISSIONS	Less Than Significant
D. GEOLOGY AND SOILS	Less than Significant with Mitigation
E. LAND USE	
Land Use Consistency	Less Than Significant
Land Use Compatibility	Less Than Significant
F. NOISE	
Construction	
<i>Onsite Noise</i>	Significant and Unavoidable
<i>Offsite Noise</i>	Less Than Significant
<i>Onsite Vibration (Building Damage)</i>	Less than Significant with Mitigation
<i>Onsite Vibration (Human Annoyance)</i>	Significant and Unavoidable
<i>Offsite Vibration (Building Damage)</i>	Less Than Significant
<i>Offsite Vibration (Human Annoyance)</i>	Significant and Unavoidable
Operation	
<i>Onsite Noise</i>	Less Than Significant
<i>Offsite Noise</i>	Less Than Significant
G. PUBLIC SERVICES	
<i>Fire Protection</i>	Less Than Significant
<i>Police Protection</i>	Less Than Significant
<i>Libraries</i>	Less Than Significant

Table I-1 (Continued)
Summary of Impacts Under the Project

Environmental Issue	Proposed Project Impact
H. TRAFFIC, ACCESS, AND PARKING	
Construction	Less Than Significant
Operation	
<i>Intersection Levels of Service</i>	Less Than Significant
<i>Regional Transportation System</i>	Less Than Significant
<i>Residential Street Segment</i>	Less Than Significant
<i>Access and Circulation</i>	Less Than Significant
<i>Bicycle, Pedestrian, and Vehicular Safety</i>	Less Than Significant
<i>Parking</i>	Less Than Significant
I. WATER SUPPLY	
Construction	Less Than Significant
Operation	Less Than Significant
J. Energy	
Construction	Less Than Significant
Operation	Less Than Significant
Source: Eyestone Environmental, 2016.	

A. Aesthetics, Views, Light/Glare, and Shading

a. Analysis of Project Impacts

(1) Aesthetics

(a) Construction

Overall, while construction would alter the visual character of the project area on a short-term basis, project construction activities would not substantially alter or degrade the existing visual character and quality of the Project Site and its surroundings, or introduce elements that generate substantial long-term contrast with or substantially detract from the visual character of the surrounding area. Therefore, aesthetics impacts associated with construction of the Project would be less than significant. Notwithstanding, to further reduce the Project's less-than-significant aesthetics impacts during construction, the Project would include the installation of temporary construction fencing along the periphery of the Project Site to screen much of the construction activity from view at the street level, as provided in Mitigation Measure A-1. In addition, as set forth in Mitigation Measure A-2, any pedestrian walkways and construction fencing accessible to the public would be

monitored for graffiti removal throughout the construction period. Furthermore, as set forth in Mitigation Measure F-1 in Section IV.F, Noise, of the Draft EIR, a temporary and impermeable sound barrier would be installed along the northern and southern property lines of the Project Site (along Santa Monica Boulevard), which would further obstruct public views of onsite construction activities.

(b) Operation

Based on a review of the visual simulations included in Section IV.A, Aesthetics, Views, Light/Glare, and Shading, of the Draft EIR, the Project would make a positive contribution to the aesthetic value of the Project Site and the aesthetic character of the surrounding area by replacing visually unappealing surface parking lots and an older, unremarkable office building with new, high-quality buildings that incorporate appropriate and creative design elements and include attractive open-space areas and amenities. The contemporary design of the Project would be compatible with, and would complement, existing and proposed developments in the vicinity of the Project Site. In addition, the Project would enhance the pedestrian experience adjacent to the Project Site by increasing the amount and quality of landscape and streetscape on and adjacent to the Project Site, which currently has very minimal landscaping. Overall, development of the proposed buildings and associated landscaping would visually “fill in” the existing underutilized Project Site and would represent an extension and reflection of the surrounding urban environment, thus creating a visual connection between the Project Site and the project vicinity. In addition, the Project would improve the visual cohesiveness of the area by converting underutilized sites into an active component of the community, and integrating the existing Village with the expanded LGBT facilities.

The Project massing, height, and aesthetic character would be substantially consistent with many of the existing, proposed, and approved commercial and residential structures along Santa Monica Boulevard and other major thoroughfares in the vicinity. The proposed maximum heights of 60 feet for the youth housing building, 75 feet for the senior housing building, and 56 feet for the LGBT facility would be consistent with other existing, proposed, and approved building heights in the vicinity along Santa Monica Boulevard and surrounding major thoroughfares. These include the 11-story building located at 1025 N. Highland Avenue, the four-story Public Storage Building, and five-story FotoKem building located approximately 1.5 blocks west of the Project Site, as well as the approved Lexington Project, immediately east of the Project Site, which is now under construction.

In comparison to the existing commercial and light industrial uses immediately surrounding the Project Site, the Project would appear noticeably taller. As discussed in Section IV.A, Aesthetics, Views, Light/Glare, and Shading, of the Draft EIR, the Project incorporates design features and elements that would visually moderate the disparities in

height between the proposed buildings and the low-rise structures immediately surrounding the Project Site. Moreover, the Project features architectural elements in the building designs that are compatible with the existing and approved improvements in the project area and the pedestrian experience along Santa Monica Boulevard, N. McCadden Place, and N. Las Palmas Avenue, in order to create an appropriately scaled mixed-use development in a highly urbanized area. The proposed buildings would feature varying rooflines, façade articulation, and a variety of surface materials, including finished concrete, stucco, translucent wall panels, and glass, in order to moderate the disparity in scale with the surrounding buildings. These elements would have a visual effect of reducing the perceived height and massing of the Project by creating vertical and horizontal variation, and by providing three-dimensional qualities to the building planes through the use of various surface materials, textures, and color.

Project signage would be designed to be aesthetically compatible with the proposed architecture of the Project Site and to contextualize lighting designs with other signage in the surrounding neighborhood. Furthermore, all project signs would feature colors that are complementary to the architectural design of the proposed buildings. In addition, low-level accent lighting to highlight the Project's signage would be incorporated. Therefore, the types and arrangement of signs would be appropriately designed and scaled within the context of the Project and the project area.

Based on the above analysis, the Project would not substantially alter or degrade the existing visual character of the Project Site and its surroundings, including valued existing features or resources, or introduce elements that would substantially detract from the visual character of the project area. Therefore, impacts related to the aesthetic character and quality of the Project Site and the vicinity would be less than significant.

(2) Views

The valued visual resources identified in the Project vicinity include the distant Hollywood Hills; the distant Hollywood Sign, a City Historic-Cultural Monument; and the 11-story commercial high-rise building located at 1025 N. Highland Avenue, formerly known as the Toberman Storage Company, which has a California Historical Resource Status Code of 2D3.

With regard to north-facing views, the Project would block views of the commercial uses and multi-family residential buildings to the north of the Project Site, which are not considered view resources. The proposed buildings would also partially obscure distant background views of the Hollywood Hills and Hollywood Sign. However, in the vicinity of the Project Site, views of the Hollywood Hills and Hollywood Sign would continue to be available on an intermittent basis along roadway segments, particularly north-south

roadways. From longer range views, the Project would appear to contribute to the existing fabric of urban development that frames the foreground of long-range views of the Hollywood Hills.

With regard to east-facing views, views to the east of the Project Site are of the one- and two-story commercial buildings and surface parking areas along N. Las Palmas Avenue. The Project would block views of the commercial buildings to the east of the Project Site; however, none of these buildings are considered to be valued visual resources. There are no valued visual resources that would be obscured by the Project when looking east. Distant and partial northeast views of the Hollywood Hills and Hollywood Sign are available from intermittent locations along Santa Monica Boulevard and along north-south roadways.

With regard to south-facing views, views to the south of the Project Site include partial views of the SAE Institute, the Regen Projects building and other commercial buildings; and partial views of the building located at 1025 N. Highland Avenue, which has a California Historical Resource Status Code of 2D3 and is considered a visual resource. Project implementation would obstruct views of the SAE Institute, the Regen Projects building and other commercial buildings; however, none of these buildings are considered to be valued visual resources. The Project would also obstruct south and southwest facing views of the 11-story building located at 1025 N. Highland Avenue. Nonetheless, views of the building would be available at other locations north of the Project Site as the viewer moves west, particularly near the intersection of Lexington Avenue and Highland Avenue.

With regard to west-facing views, project development would be visually evident but would not obstruct public views of valued visual resources from vantage points to the east. The Project would merely block public views of other buildings to the west of the Project Site. In addition, as distance increases from the Project Site, intervening structures would obscure much of the view of the proposed development.

Based on the above, the Project would not substantially obstruct an existing recognized or valued view from a public location and would not otherwise block or degrade a valued scenic vista. Therefore, impacts to views would be less than significant.

(3) Light and Glare

(a) Construction

Construction would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur in the evening hours during the winter season when daylight is no longer sufficient. Therefore, light

resulting from construction activities would not significantly impact offsite sensitive uses, substantially alter the character of offsite areas surrounding the construction area, adversely impact day or nighttime views in the area, or substantially interfere with the performance of an offsite activity. Notwithstanding, to further reduce the Project's less-than-significant impact regarding lighting during construction, Mitigation Measure A-3, below, would ensure that construction-related illumination would be used for safety and security purposes only, and would be shielded and/or aimed so that no direct beam illumination is provided outside of the project site boundary.

Daytime glare could potentially occur during construction activities if reflective construction materials were positioned in highly visible locations where the reflection of sunlight could occur. However, any glare would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities. In addition, large, flat surfaces that are generally required to generate substantial glare are typically not an element of construction activities. Furthermore, as noted above, construction would primarily occur during the daytime hours in accordance with the LAMC. The glare from vehicles that currently park on the Project Site would be similar or more impactful than temporary construction glare, if any. Therefore, there would be a negligible potential for daytime or nighttime glare associated with construction activities to occur.

Based on the above, light and glare associated with construction of the Project would not substantially alter the character of offsite areas surrounding the Project Site or result in a substantial adverse change in ambient day or nighttime levels in close proximity to light-sensitive uses in the project area. Impacts from Project-related sources of artificial light and glare during construction would be less than significant.

(b) Operation

The Project would increase light and glare levels emanating from the Project Site. New sources of artificial lighting that would be introduced by the Project would include: low-level exterior lights adjacent to the proposed building for security and wayfinding purposes; low-level accent lighting to highlight architectural features, landscape elements, and the Project's signage; and automobile headlights. The proposed lighting sources would be similar to other lighting sources in the vicinity of the Project Site and would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity and ambient light during the day and night. As set forth in Project Design Feature A-4, below, all exterior lighting would be shielded and/or directed toward the areas to be lit, interior to the Project Site, to avoid light spillover onto adjacent sensitive uses.

Project signage would include identity signage and directional/wayfinding pedestrian signage, and identity signage. No off-premises advertising signs are proposed as part of the Project. Proposed signage would be designed to be aesthetically compatible with the existing and proposed architecture in the area and, in general, new signage would be architecturally integrated into the design of the building and would establish appropriate identification for the proposed commercial uses. Low-level accent lighting to highlight the Project's signage would be incorporated. Exterior lighting to highlight the Project's signage would be shielded or directed toward the areas to be lit to avoid creating offsite glare, in accordance with the HSSUD. The Project does not include electronic signage or signs with flashing, mechanical, or strobe lights. In accordance with the LAMC, illumination used for project signage would be limited to a light intensity of 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

The Project would be designed in a contemporary architectural style and feature a variety of surface materials. Building materials would include finished concrete, stucco, tile, translucent wall panels and glass. In accordance with Mitigation Measure A-4, below, the exteriors of the proposed structures would include high-performance and/or low-reflective glass and pre-cast concrete or fabricated wall surfaces in order to minimize glare from reflected sunlight. Therefore, these materials would not have the potential to produce a substantial degree of glare. In addition, the Project would eliminate the reflection potential from parked cars in the existing surface parking lots as viewed from surrounding areas and roadways during the day and night, and would substantially reduce lighting levels from vehicle headlights during the night. All parking for the Project would be contained within the subterranean parking garage under the East Site. While headlights from the proposed exit driveways on N. McCadden Place and on N. Las Palmas Avenue would be visible during the evening hours, such lighting sources would be typical for the project area and would not be anticipated to result in a substantial adverse impact.

Based on the above, light and glare associated with operation of the Project would not substantially alter the character of offsite areas surrounding the Project Site or result in a substantial adverse change in ambient day or nighttime levels in close proximity to light-sensitive uses in the project area. Impacts from Project-related sources of artificial light and glare during operation would be less than significant.

(4) Shading

(a) Winter Solstice

Project shadows during the winter would not extend to the single- and multi-family residential properties located north of the Project Site on the north side of Lexington Avenue. Therefore, as the Project would not cast shadows on potentially shade-sensitive uses surrounding the Project Site for three or more hours between 9:00 A.M. and 3:00 P.M.

Pacific Standard Time during the winter, the shading impact during the winter would be less than significant.

(b) Spring Equinox

Project shadows would move from the west to the northeast and east. At 9:00 A.M., the Project would cast minimal shade on the commercial building immediately to the west. Between the hours of 2:00 P.M. and 5:00 P.M., the Project would cast shadows on the commercial uses located east of the Project Site. Although the Project would shade these uses for four or more hours, as previously stated, none of these commercial uses have usable outdoor areas. Furthermore, project shadows during the spring would not extend to the single- and multi-family residential properties located north of the Project Site on the north side of Lexington Avenue. Therefore, as the Project would not cast shadows on shade-sensitive uses surrounding the Project Site for four or more hours during the spring, the shading impact during the spring would be less than significant.

(c) Summer Solstice

Project shadows during the summer would not extend to the single- and multi-family residential properties located north of the Project Site on the north side of Lexington Avenue. Therefore, as the Project would not cast shadows on shade-sensitive uses surrounding the Project Site for four or more hours during the summer, the shading impact during the spring would be less than significant.

(d) Fall Equinox

Project shadows during the fall would not extend to the single- and multi-family residential properties located north of the Project Site on the north side of Lexington Avenue. Therefore, as the Project would not cast shadows on shade-sensitive uses surrounding the Project Site for four or more hours during the fall, the shading impact during the fall would be less than significant.

(5) Consistency with Regulatory Framework

As detailed in Section IV.A, Aesthetics, Views, Light/Glare, and Shading, of the Draft EIR, the Project would be consistent with applicable policies from the Framework Element, the Hollywood Community Plan, and Conservation Element that relate to aesthetics. The Project also would be consistent with the objectives of the Citywide Design Guidelines for commercial and mixed-use projects. In addition, the Project would generally support the applicable Walkability Checklist objectives and implement relevant strategies. Overall, the Project would be largely consistent with applicable regulatory standards and policies that relate to aesthetics.

b. Cumulative Impacts

(1) Aesthetics

Only one of the related projects, Related Project No. 28, is located sufficiently close to the Project Site to enter the same field of view as the Project. The balance of the related projects would not cause cumulative visual impacts as these developments are either not visible from the project area due to distance and/or existing intervening development, or are located at such a distance so as not to figure prominently within views that include the Project Site. Related Project No. 28, which is currently under construction, includes 695 multiple-family residential dwelling units, 4,000 square feet of restaurant uses, 5,500 square feet for a coffee shop/juice bar, and 15,400 square feet of retail uses within six buildings that are five or six stories in height. The visual quality and character of Related Project No. 28 would be similar to the Project and generally representative of the existing urban fabric and character in the area. Related Project No. 28 and the Project, as well as many of the other related projects, are infill and/or by-right developments that are anticipated to be largely compatible with the scale or character of the existing visual environment and would, in general, reinforce existing and emerging land use patterns (e.g., mid- and high-rise development) in the project area.

Therefore, the development of Related Project No. 28 in combination with the Project would be consistent with existing and related development projects and would not be anticipated to substantially degrade the existing character or quality of the environment since the project area is already highly urbanized. In addition, similar to the Project, Related Project No. 28 was subject to the City's design review processes and discretionary review, which ensured consistency with adopted guidelines and standards that address aesthetics (e.g., LAMC height limits, density, setback requirements, and specific Community Plan design guidelines, etc.), and the same has occurred or will apply with respect to the other related projects. Therefore, it is not anticipated that development of the Project and nearby related projects would substantially degrade or otherwise adversely affect the existing visual character of the project area, including valued existing features or resources, or introduce elements that substantially detract from the visual character of the area. Cumulative impacts on aesthetics would not be significant, and no mitigation measures are required.

(2) Views

The views most likely to be affected on a cumulative basis are north-facing views of the Hollywood Hills and the Hollywood Sign. The related project with the greatest potential to cumulatively affect views in conjunction with the Project is Related Project No. 28, the Lexington Project, located immediately east of the Project Site along Santa Monica Boulevard. The Project and Related Project No. 28 would be similar in height and scale

(although Related Project No. 28 has a somewhat higher density). As with the Project Site, it is anticipated that, prior to development of Related Project No. 28, limited intermittent views of the Hollywood Hills and potentially the Hollywood Sign to the north would be available across the Lexington Project site.

While development of the Project and Related Project No. 28 would obstruct these limited intermittent views, it is not anticipated that the Project and Related Project No. 28 would affect such views to a measurable extent as the Project would only affect potential intermittent views across the Project Site and the Lexington Project site, which are a significant distance from those visual resources. In addition, long-range views along north-south roadways such as N. Las Palmas Avenue and Seward Street would continue to be available. Further, as under existing conditions, views of the Hollywood Hills and Hollywood Sign would remain intermittent throughout the project area, as many existing buildings already obstruct views of these resources from surrounding vantage points. Similarly, views of other offsite visual resources, including architectural or historically significant structures, could be affected on a cumulative basis. However, given the limited number and location of the related projects within any field of view that includes the Project Site, view impacts would only occur at a distance where such changes are not discernible within the broad urban landscape. As such, cumulative view impacts would not be significant, and no mitigation measures are required.

(3) Light and Glare

Development of the Project, as well as the related projects in the area, would introduce new or expanded sources of artificial light. Consequently, ambient light levels are likely to increase in the Project area. Of the related projects, one related project (Related Project No. 28) is within sufficient proximity to the Project Site to potentially result in cumulative light and glare impacts.

With regard to light, as previously described, the Project Site is located within the highly urbanized Hollywood community, with urban lighting characteristics exhibiting medium to high ambient nighttime light levels. As such, the Project and Related Project No. 28, which would include typical land uses for the project area, would not significantly alter the existing lighting environment currently experienced in the area. In addition, cumulative lighting would not be expected to interfere with the performance of offsite activities given the moderate ambient nighttime artificial light levels already present. Furthermore, the Project and all related projects would adhere to applicable City requirements regarding lighting, as discussed above, which would control potential artificial light sources.

Similarly, with regard to glare, the proposed uses for the Project and Related Project No. 28 are consistent and compatible with existing development in the area and common for a high-density urban environment. In addition, it is anticipated that all related projects would be subject to discretionary review and applicable LAMC requirements to ensure that significant sources of glare are not introduced. Furthermore, it is anticipated that all projects would include standard design features related to use of low-level lighting and shielding as well as use of non-reflective surfaces to minimize the potential for glare. Therefore, the Project's contribution to light and glare impacts would not be cumulatively considerable, and cumulative light and glare impacts from development of the Project and Related Project No. 28 would be less than significant, and no mitigation is required.

(4) Shading

Due to the positional relationship between the earth and the sun, shadows in the Northern Hemisphere fall to the west, northwest, north, northeast, and east, depending on the season and time of day. The closest related project to the Project Site is Related Project No. 28 (the Lexington Project), located immediately east of the Project Site. The Project and Related Project No. 28 have the potential to cast combined shadows and result in cumulatively considerable shading impacts. However, as discussed above, there are no sensitive uses adjacent to the Project that could be potentially impacted by shadows from the Project. As such, the shadows cast by the Project and Related Project No. 28 would not be cumulatively significant, and no mitigation is required.

c. Project Design Features

The following project design features are proposed with regard to aesthetics, views, light/glare, and shading:

Project Design Feature A-1: New onsite utilities that may be required to serve the Project shall be installed underground, where practical.

Project Design Feature A-2: Mechanical, electrical, and roof top equipment, as well as building appurtenances, shall be screened from public view.

Project Design Feature A-3: Trash areas associated with the proposed buildings shall be enclosed or otherwise screened from view from public rights-of-way.

Project Design Feature A-4: The Project includes courtyards, roof terraces and a plaza that break up the massing and provides landscaped areas visible throughout the site.

Project Design Feature A-5: The project buildings include varied heights, massing and materials to add visual interest, reduce bulk, enhance

walkability, improve aesthetic character, and enliven the street frontages in the pedestrian zone.

Project Design Feature A-6: The project buildings include landscaped features along Santa Monica Boulevard, N. McCadden Place, and N. Las Palmas Avenue to beautify the street frontage and enhance the pedestrian and visual experience.

Project Design Feature A-7: The Project includes a public plaza on the East Site along N. McCadden Place to create a welcoming entrance into the Project Site, enhance the pedestrian experience and to create a connection to the courtyard across the street at the existing Village at Ed Gould Plaza.

Project Design Feature A-8: Subject to the approval of the proposed narrowing of N. McCadden Place, the Project includes widening the sidewalk along N. McCadden Place to promote pedestrian safety, to incorporate more landscaping along the street edge, and to emphasize the campus design and connection to the existing Village at Ed Gould Plaza.

Project Design Feature A-9: All onsite exterior lighting will be automatically controlled by photo sensor to illuminate only when required.

Project Design Feature A-10: All new street and pedestrian outdoor lighting required for the Project will be shielded and directed towards the interior of the Project Site so that the light source does not project directly upon any adjacent residential property from the ground and above.

d. Mitigation Measures

Project-level and cumulative impacts with regard to aesthetics, views, light/glare, and shading would be less than significant. Therefore, no mitigation measures are required. However, the following mitigation measures are provided to further reduce the Project's less-than-significant impacts:

Mitigation Measure A-1: Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the street level, as feasible, and to keep unpermitted persons from entering the construction area.

Mitigation Measure A-2: The project applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials (i.e., graffiti remove) are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are

maintained in a visually attractive manner throughout the construction period.

Mitigation Measure A-3: Light sources associated with project construction shall be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary. However, construction lighting shall not be so limited as to compromise the safety of construction workers.

Mitigation Measure A-4: The exteriors of the proposed structures shall be constructed of materials such as, but not limited to, high performance and/or low-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

e. Level of Significance After Mitigation

Project-level and cumulative impacts related to aesthetics, views, light and glare, and shading would be less than significant.

B. Air Quality

a. Analysis of Project Impacts

(1) Construction

(a) Regional Construction Impacts

Construction of the Project has the potential to create air quality impacts from heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and construction activities. Mobile source emissions, primarily NO_x, would result from the use of construction equipment such as dozers, loaders, and cranes. During the finishing phase of a building, paving operations and the application of architectural coatings (e.g., paints) and other building materials would potentially release VOCs. The assessment of construction air quality impacts considers each of these potential sources. As evaluated in Section IV.B, Air Quality, of the Draft EIR, construction-related daily maximum regional construction emissions would not exceed any of the South Coast Air Quality Management District (SCAQMD) daily significance thresholds. Therefore, regional construction emissions resulting from the Project would result in a less-than-significant air quality impact.

(b) Localized Impacts from Onsite Construction Activities

Maximum localized construction emissions for offsite sensitive receptors would not exceed any of the SCAQMD-recommended localized screening thresholds. Therefore, localized construction emissions resulting from the Project would result in a less-than-significant air quality impact.

(c) Toxic Air Contaminants

The greatest potential for toxic air contaminant (TAC) emissions would be from diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. Because the construction schedule estimates that the phases which require the most heavy-duty diesel vehicle usage, such as site grading/excavation, would last for a much shorter duration (e.g., approximately two months), construction of the Project would not result in a substantial, long-term (i.e., 70-year) source of TAC emissions. In addition, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not necessary or meaningful to evaluate long-term cancer impacts from construction activities which occur over a relatively short duration. Furthermore, there would be no residual emissions or corresponding individual cancer risk after construction. As such, Project-related TAC impacts during construction would be less than significant.

(2) Operation

(a) Regional Operational Impacts

Regional emissions resulting from operation of the Project at its buildout year would not exceed any of the SCAQMD's daily regional operational thresholds. Therefore, air quality impacts from Project operational emissions would be less than significant.

(b) Localized Operational Impacts from Onsite Operational Activities

Operation of the Project would not introduce any major new sources of air pollution within the Project Site. Onsite operational emissions would not exceed any of the localized significance thresholds.

(c) CO "Hot Spots" Analysis

At buildout of the Project, the highest average daily trips at an intersection in the vicinity of the Project Site would be approximately 16,130 at the Highland Avenue and Melrose Avenue intersection, which is significantly below the daily traffic volumes that would be expected to generate CO exceedances as evaluated in the 2003 AQMP. Therefore, the Project does not trigger the need for a detailed CO hotspots model and

would not cause any new or exacerbate any existing CO hotspots, and, as a result, impacts related to localized mobile-source CO emissions would be less than significant.

(d) Toxic Air Contaminants

The primary sources of potential air toxics associated with project operations include diesel particulate matter from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and the emergency backup generator. However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. Furthermore, the Project is not considered to be a substantial source of diesel particulate matter warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated ATCM limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time which would further limit diesel particulate emissions.

The Project would also require the installation of a back-up diesel-powered emergency generator. Any new generator would be required to comply with all applicable rules and regulations including Best Available Control Technology (BACT), which would require the generator to be equipped with a diesel particulate filter. Compliance with these rules and regulations would ensure that potential health risk impacts related to the emergency generator would be less than significant.

Potential sources of TACs in the vicinity of the Project Site were identified using SCAQMD's Facility Information Database (FIND) search and site reconnaissance to identify potential non-permitted air toxic emitting sources (e.g., freeways, diesel trucks idling at warehouse distribution facilities in excess of 100 trucks per day). Based on this screening analysis, no substantial sources (e.g., gasoline stations, dry cleaners, warehouse distribution) of TAC emissions within the project vicinity were identified, and the location of the proposed residential uses would be consistent with the recommended siting distances (e.g., no sensitive receptors within 500 feet of a freeway) provided in the CARB and SCAQMD guidance documents discussed in Section IV.B, Air Quality, of the Draft EIR. As the Project would not contain substantial TAC sources and is consistent with CARB and SCAQMD guidelines regarding TAC sources in proximity to existing sensitive land uses, potential TAC impacts would be less than significant.

(e) SCAQMD CEQA Air Quality Handbook Policy Analysis

Project development would not have a significant short-term or long-term impact on the region's ability to meet State and federal air quality standards. Also, the Project would be consistent with the goals and policies of the AQMP for the control of fugitive dust. As discussed above, the Project's long-term influence would also be consistent with the goals

and policies of the AQMP. Therefore, the Project is considered consistent with the SCAQMD's AQMP.

(f) City of Los Angeles Policies

The Project is consistent with applicable policies of the City of Los Angeles General Plan Air Quality Element. The Project would provide opportunities for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in vehicle miles traveled. Furthermore, the Project includes a neighborhood-serving retail use that would primarily serve project residents, employees, clients, and guests, thereby reducing vehicle miles traveled that would otherwise be required to travel to similar retail uses elsewhere in the community. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options. As detailed in Section IV.H, Traffic, Access, and Parking, of the Draft EIR, the Project would also include the implementation of a Transportation Demand Management (TDM) Program that would include strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. Therefore, the Project would serve to implement applicable policies of the City of Los Angeles pertaining to air quality.

b. Cumulative Impacts

(1) Construction

The Project would comply with regulatory requirements, including SCAQMD Rule 403 requirements. In addition, the Project would comply with adopted AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, all construction projects Air Basin-wide would comply with these same requirements (i.e., SCAQMD Rule 403 compliance) and would also implement all feasible mitigation measures when significant impacts are identified.

According to the SCAQMD, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. Construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative construction-related regional emissions would not be cumulatively considerable and therefore would be less than significant. Construction of the Project also would have a less-than-significant impact with regard to localized emissions. Therefore, the Project's contribution to cumulative air quality impacts due to localized

emissions would also not be cumulatively considerable and therefore would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during demolition and grading/excavation activities. Construction activities at each related project would not result in a long-term (i.e., 70-year) substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities which occur over relatively short durations. As such, cumulative toxic emission impacts during construction would be less than significant.

(2) Operation

According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. Operational emissions from the Project would not exceed any of the SCAQMD's regional or localized significance thresholds at project buildout or under the existing conditions analysis. Therefore, the emissions of non-attainment pollutants and precursors generated by project operation would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any of the related projects would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related projects would be consistent with the recommended screening-level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, the Project and each of the related projects would likely generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to California Assembly Bill 1807, which directs the CARB to identify substances as TACs and adopt ATCMs to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Air Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. In addition, the Project would not result in any substantial sources of TACs that have been identified by the California Air Resources Board's Land Use Guidelines, and thus, would not result in a cumulatively considerable impact.

c. Project Design Features

The Project has been designed and would be constructed to incorporate environmentally sustainable design features required by the Los Angeles Green Building Code, and the sustainability intent of the U.S. Green Building Council's Leadership in Energy Efficiency and Design (LEED) green building program, using both LEED-H v2010 and LEED-NC v2009 rating systems, to achieve LEED Silver certification equivalency, as dictated by Project Design Feature C-1 in Section IV.C, Greenhouse Gas Emissions, of the Draft EIR. LEED standards would be incorporated to reduce energy and water usage and waste. Sustainability features of the Project regarding air quality include the following:

Project Design Feature B-1: Use of adhesives, sealants, paints, finishes, carpet, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants.

d. Mitigation Measures

Project-level and cumulative impacts with regard to air quality would be less than significant with implementation of the regulatory requirements and project design features discussed above. Therefore, no mitigation measures are required.

e. Level of Significance After Mitigation

Project-level and cumulative impacts with regard to air quality would be less than significant.

C. Greenhouse Gas Emissions

a. Analysis of Project Impacts

The Project would generate incrementally increased GHG emissions over existing conditions. However, even a very large individual project would not generate enough GHG emissions on its own to significantly influence global climate change. Moreover, the Project would be consistent with the regulations outlined in the AB 32 *Climate Change Scoping Plan*, SCAG's Regional Transportation Plan/Sustainable Communities Strategy, and the City of Los Angeles' LA Green Plan.

Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, and Project-specific impacts with regard to climate change would be less than significant.

b. Cumulative Impacts

Although the Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. The state has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though statewide population and commerce are predicted to continue to expand. In order to achieve this goal, CARB is in the process of establishing and implementing regulations to reduce statewide GHG emissions. Currently, there are no applicable CARB, SCAQMD, or City of Los Angeles significance thresholds or specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative levels. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represents new emissions or existing, displaced emissions. Therefore, consistent with CEQA Guidelines Section 15064h(3), the City, as lead agency, has determined that the Project's contribution to cumulative GHG emissions and global climate change would be less than significant if the Project is consistent with the applicable regulatory plans and policies to reduce GHG emissions: *Climate Change Scoping Plan*, *Regional Transportation Plan/Sustainable Communities Strategy*, and the *LA Green Plan*.

The Project is consistent with the applicable GHG reduction plans and policies. The PDFs and consistency with regulatory requirements comparison and SCAQMD's screening criteria demonstrate the efficacy of the measures contained in these policies. Thus, given the Project's consistency with State, SCAG, and City of Los Angeles GHG emission reduction goals and objectives, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. In the absence of adopted standards and established significance thresholds, and given this consistency, it is concluded that the Project's impacts are not cumulatively considerable.

c. Project Design Features

The following project design features are proposed with regard to GHG emissions:

Project Design Feature C-1: The design of the new buildings shall incorporate features to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and

Environmental Design (LEED)-CS® or LEED-NC® Rating System as of January 1, 2011. Such LEED® features shall include energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation measures, among others.

Project Design Feature C-2: The Project would not include hearths (woodstove and fireplaces) installed in the residences.

Project Design Feature C-3: The Project would encourage carpooling and the use of electric vehicles by providing that at least 5 percent of the total parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. Only raceways and related components are required to be installed at the time of construction. When the application of the 5 percent results in a fractional space, round up to the next whole number. A label stating “EV CAPABLE” shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

Project Design Feature C-4: The Project shall provide at least 5 percent of the total code-required parking spaces with EV charging stations. Plans shall indicate the proposed type and location(s) of charging stations. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. When the application of the 5 percent results in a fractional space, round up to the next whole number.

d. Mitigation Measures

As part of the Project, the project applicant would comply with applicable LA Green Plan requirements as set forth throughout the Draft EIR and specific project design features to further support and promote environmental sustainability. These features include compliance with regulatory requirements, including the provisions set forth in the CALGreen Code that have been incorporated into the City of Los Angeles Green Building Code. These features also include energy conservation, water conservation, and waste reduction features.

With compliance with applicable regulatory requirements and implementation of project design features, including those provided above, impacts related to GHG emissions would be less than significant.

e. Level of Significance After Mitigation

Project impacts related to GHG emissions would be less than significant.

D. Geology and Soils

a. Analysis of Project Impacts

(1) Seismic Hazards

(a) Fault Rupture

Ground rupture is defined as surface displacement which occurs along the surface trace of the causative fault during an earthquake. Based on research of available literature and the findings of the Geotechnical Investigation, no known active or potentially active faults underlie the Project Site. The Project Site is also not located within an Alquist-Priolo Earthquake Fault Zone corresponding to the Hollywood Fault According to the Earthquake Fault Zone Map, the Project Site is not within an Earthquake Fault Zone or Seismic Hazard Zone. Specifically, the Project Site is shown as being located approximately 4,000 feet from the Hollywood Fault Zone. Therefore, no active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site, and as such, the potential for surface rupture due to faulting occurring beneath the Project Site is considered low. As a result, the Project would not cause or accelerate geologic hazards related to fault rupture, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Impacts associated with surface rupture from a known earthquake fault would be less than significant, and no mitigation measures are required.

(b) Strong Seismic Ground Shaking

The Project Site is located within the seismically active region of Southern California and would potentially be subject to strong ground motion if a moderate to strong earthquake occurs on a local or regional fault. These potentially significant impacts at the Project Site can be overcome through engineering design solutions that would reduce the substantial risk of exposing people or structures to loss or injury. State and local code requirements ensure that buildings are designed and constructed in a manner that, although the buildings may sustain damage during a major earthquake, would reduce the substantial risk that buildings would collapse. The potentially significant impacts related to seismic ground shaking at the Project Site can be reduced to less than significant through

conformance with existing state laws, City ordinances, and the application of accepted and proven construction engineering practices. The Geotechnical Investigation contains preliminary recommendations for the type of engineering practices that would be used to minimize the risks associated with seismic shaking. Those recommendations are included below as mitigation measures (refer to Mitigation Measures D-1 through D-6). In addition, in accordance with Mitigation Measure D-7 below, a final design-level geotechnical report would be prepared by the project applicant and reviewed to the satisfaction of the Department of Building and Safety before the issuance of grading permits. The final recommendations from that report would be enforced for the construction of the Project.

As with other development projects in the Southern California region, the Project would comply with the Los Angeles Building Code, which incorporates current seismic design provisions of the 2013 California Building Code, with City amendments, to minimize seismic impacts. The Project would also be required to comply with the permitting requirements of the Department of Building and Safety, including the recommendations provided in a final, site-specific geotechnical report subject to review and approval by the Department of Building and Safety. Through compliance with regulatory requirements, site-specific geotechnical recommendations contained in a final design-level geotechnical engineering report, and adherence to the mitigation measures provided below, the Project would not cause or accelerate geologic hazards related to strong seismic ground shaking, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury, and potential impacts related to strong seismic ground shaking would be reduced to a less than significant level.

(c) Liquefaction

The Safety Element classifies the Project Site as part of an area that is susceptible to liquefaction. However, the City's Zoning Information and Map Access System indicates that the Project Site is not located in an area that has been identified by the State as being potentially susceptible to liquefaction. In addition, the Project Site is not within a liquefaction zone according to the Earthquake Fault Zone map for the Hollywood 7.5-minute Quadrangle. While the City was required to take into account available seismic hazard maps prepared by the State Geologist, it could not take into account the 1999 Seismic Hazard Zones Map for the Hollywood Quadrangle, which was re-released by CGS in November 2014 as part of the current official Earthquake Zones of Required Investigation Map for the Hollywood Quadrangle, because it had not been completed at the time the Safety Element was adopted in 1996. The Geotechnical Investigation concluded that, due to the density of the underlying older alluvium and the fine content of the soil, and because the 1999 Seismic Hazard Zones Map demonstrates that the Project Site is not located within an area identified as potentially affected by liquefaction, the liquefaction potential within the East Site and the West Site is low. Therefore, impacts related to liquefaction would be less than significant, and no mitigation measures are required.

(d) Seismically Induced Settlement

Seismically induced settlement or compaction of dry or moist, cohesionless soils can result from earthquake ground motion. Such settlements are typically most damaging when the settlements are differential in nature across the length of structures. According to the Geotechnical Investigation, the risk of consolidation and hydrocollapse of the older alluvium at the depth of the proposed excavation of 35 feet is low. In addition, while laboratory testing conducted as part of the Geotechnical Investigation indicated that the in-situ dry densities are high for the soil samples taken at the foundation level, those soils typically have a very low potential for consolidation. While these risks are not substantial, the Project's impact related to seismically induced settlement could potentially be significant. The applicable requirements in the Los Angeles Building Code ensure that buildings are designed and constructed in a manner that, although the buildings may sustain damage during a major earthquake, would reduce the risk that buildings would collapse. As a result, the potentially significant impact related to seismically induced settlement at the Project Site would be less than significant. The Geotechnical Investigation contains preliminary recommendations for the type of engineering practices that would be used to minimize the risks associated with seismically induced settlement. Those recommendations are included below as mitigation measures (refer to Mitigation Measure D-1 through Mitigation Measure D-6). In addition, in accordance with Mitigation Measure D-7 below, a final design-level geotechnical report would be prepared by the project applicant and reviewed to the satisfaction of the Department of Building and Safety before the issuance of grading permits. The final recommendations from that report would be enforced for the construction of the Project. In addition, the State and City mandate compliance with numerous rules related to seismic safety, including the Alquist-Priolo Earthquake Fault Zoning Act, Seismic Safety Act, Seismic Hazards Mapping Act, the General Plan Safety Element, and the Los Angeles Building Code. Pursuant to those laws, and the mitigation measures proposed in the Draft EIR, the Project must demonstrate compliance with the applicable provisions of these safety requirements before permits can be issued for the construction of the Project.

(2) Soil Stability

According to the Geotechnical Investigation, the soils underlying the Project Site consist of older alluvium below a layer of fill observed to be up to 5 feet below the East Site and up to 7 feet thick below the ground surface on the West Site. According to the Geotechnical Investigation, the older alluvium encountered at the Project Site is competent and capable of supporting engineered structures and appurtenances. The anticipated maximum depth of excavation for project development is approximately 35 feet below ground surface. All required excavations would be sloped, or properly shored, in accordance with the applicable provisions of the Los Angeles Building Code. In addition, as set forth in the Geotechnical Investigation, existing onsite fill materials would be

removed during excavation of the subterranean parking levels and would be recompacted in accordance with Department of Building and Safety standards prior to reuse onsite, provided any debris and/or organic matter is removed. Therefore, through compliance with regulatory requirements and site-specific geotechnical recommendations, impacts related to soil stability would be less than significant, and no mitigation measures are required.

(3) Subsidence

The Project Site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or is planned at the Project Site. Due to the varying groundwater elevations within the Project Site, it is not anticipated that continuous groundwater would be encountered. Rather, it is expected that if groundwater was found during project construction, it would consist of finite zones of perched groundwater, and any removal of groundwater, should it be required, would only occur until the waterproofing is installed up to the groundwater table level. Therefore, if dewatering is required, it would be temporary and would not involve a large-scale extraction of groundwater. Accordingly, the Project would not cause nor accelerate geologic hazards related to subsidence, which would result in substantial damage to structures or infrastructure, nor expose people to substantial risk of injury. Impacts related to subsidence would be less than significant, and no mitigation measures are required.

(4) Expansive Soils

According to the Geotechnical Investigation, the onsite, near-surface soil was found to possess low to medium expansive characteristics. Based on the expansion range of the earth materials underlying the Project Site, reinforcing these materials beyond the minimum required by the Department of Building and Safety is not required. Therefore, through compliance with regulatory requirements and site-specific geotechnical recommendations, potential impacts related to expansive soils would be less than significant, and no mitigation measures are required.

(5) Landform Alteration

There are no distinct and prominent geologic or topographic features (i.e., hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, or wetlands) on the Project Site or in the vicinity of the Project Site. Therefore, the Project would not destroy, permanently cover, or materially and adversely modify any distinct and prominent geologic or topographic features. Impacts associated with landform alteration would not occur, and no mitigation measures are required.

b. Cumulative Impacts

Due to the site-specific nature of geological conditions (i.e., soils, geological features, seismic features, etc), geology impacts are typically assessed on a project-by-project basis, rather than on a cumulative basis. As with the Project, related projects and other future development projects would be subject to established guidelines and regulations pertaining to building design and seismic safety, including those set forth in the Los Angeles Building Code. With adherence to applicable regulations, the Project's impacts with regard to geology and soils would not be cumulatively considerable and cumulative impacts with regard to geology and soils would be less than significant.

c. Project Design Features

No specific project design features are proposed with regard to geology and soils.

d. Mitigation Measures

The following mitigation measures would ensure that potential impacts associated with strong seismic ground shaking and seismically induced settlement would be reduced to less than significant levels:

Mitigation Measure D-1: Footings for buildings with subterranean levels shall be founded in firm older alluvium.

Mitigation Measure D-2: Footings for on-grade buildings shall be founded within a new compacted fill cap or shall extend into older alluvium. If utilized for support, the fill cap shall extend a minimum of 5 feet below the existing ground surface and 3 feet below the bottom of foundations. The bottom of the fill cap shall extend into competent natural soil.

Mitigation Measure D-3: If existing fill material is to be re-used, any construction debris in the existing fill material shall be removed.

Mitigation Measure D-4: If fill is to be placed in the upper 6 to 8 inches of the surface exposed by the excavation, the fill shall be scarified, moisture conditioned to 2 or 4 percent over optimum moisture content, and compacted to 90 percent relative compaction. If localized areas of relatively loose soils prevent proper compaction, over-excavation and re-compaction shall occur.

Mitigation Measure D-5: A shoring plan shall be implemented during construction to provide stable excavations and prevent settlement due to the removal of adjacent soil.

Mitigation Measure D-6: The performance of the shoring system shall be monitored. The monitoring shall consist of periodic surveying of the

lateral and vertical locations of the tops of all the soldier piles and the lateral movement along the entire lengths of selected soldier piles. Periodic monitoring of the load on selected anchors, where applicable, shall also occur.

Mitigation Measure D-7: Prior to issuance of grading permits, the project applicant shall submit final design plans and a geotechnical engineering report to the Department of Building and Safety for review and approval. The design-level geotechnical engineering report shall be used for final design of the foundation system for the structures and will take into consideration the engineering properties beneath the proposed structures and the projected loads. The final report shall specify exact design coefficients that are needed by structural engineers to determine the type and sizing of structural building materials. The final report shall be subject to the specific performance criteria imposed by the Los Angeles Building Code. The final geotechnical report shall be prepared by a registered civil engineer or certified engineering geologist and include appropriate measures to minimize seismic hazards and ensure structural safety of the proposed structure. The proposed structures shall be designed and constructed in accordance with all applicable provisions of the Los Angeles Building Code.

e. Level of Significance After Mitigation

Considering the rigorous investigation process required under the engineering standard of care, compliance with State laws and City regulatory requirements, technical review and approval by the Department of Building and Safety of a design-level geotechnical engineering report, and adherence to the mitigation measures proposed above, the Project's impacts related to geology and soils would be less than significant. In addition, cumulative impacts with regard to geology and soils would be less than significant.

E. Land Use

a. Analysis of Project Impacts

(1) Consistency with Local Plans and Applicable Policies

(a) Los Angeles General Plan

(i) Los Angeles General Plan Framework Element

The Project would support and would be generally consistent with the Framework Element Land Use Chapter as it would contribute to the needs of the City's existing and future residents, businesses, and visitors by providing a variety of services along with affordable housing for low-income, at-risk and homeless seniors, and young adults in the LGBT community within one unified site. The Project would also support the City's policy to provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhances the character of commercial and industrial districts by providing a mixed-use development featuring a contemporary architectural style with new buildings designed to complement the existing Village and respond to the low- to mid-scale character of the surrounding area. Furthermore, the Project would promote the City's objective to reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime, as well as the City's policy to encourage the integration of school classrooms, libraries, and similar educational and cultural facilities within mixed commercial-residential structures.

The Project would also be generally consistent with the relevant objectives and policies that support the goals of the Framework Element's Housing Chapter. The Project would support the City's objective to plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types. The Project would also promote the City's objective to encourage the location of new multi-family housing development in proximity to transit corridors by locating the Project in an area well-served by public transit provided by Metro and the Los Angeles Department of Transportation, including bus stops along Santa Monica Boulevard and Highland Avenue in the vicinity of the Project Site.

The Project would be generally consistent with the relevant objectives and policies that support the goals of the Framework Element's Urban Form and Neighborhood Design Chapter, which focus on creating a livable City for existing and future residents that is attractive to future investment, and creating a City of interconnected, diverse

neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales. The Project would introduce a mixed-use development that would further several of the LA Promise Zone goals, including job creation, support for small businesses, improved educational opportunities for area youth, homeless prevention, and affordable housing. In addition, the Project features a contemporary architectural style and has been designed to create a visually unified site with new buildings designed to complement the existing Village and respond to the low- to mid-scale character of the surrounding area. The Project would also encourage the use of community facilities for nighttime activity through the use of appropriate roadway and pedestrian area lighting. Furthermore, the Project would reinforce and encourage the establishment of a strong pedestrian orientation by promoting pedestrian activity through the connection of the existing and proposed buildings and interior spaces physically and visually with a series of plazas, courtyards, and gardens. In addition, the Project would meet the City's objective to encourage proper design and effective use of the built environment to help increase personal safety at all times of the day by incorporating elements that promote individual and community safety.

The Project would also be generally consistent with the relevant objectives and policies that support the goals of the Framework Element's Open Space and Conservation Chapter. Specifically, the Project would promote the development of public open space that is visible and safe by providing sufficient lighting of walkways and courtyards as well as a closed circuit camera system. The Project would also seek new opportunities to enhance the open space resources of the neighborhood by providing landscaped courtyards that feature gardens, lounge areas and residential amenities, such as the outdoor landscaped plaza along the east side of N. McCadden Place, which would include gardens, activity space, and seating areas.

The Project would be consistent with the relevant objectives and policies that support the goals of the Framework Element's Economic Development Chapter, which promotes continued economic development and investment in targeted districts and centers. In particular, the Project would support the City's objective to establish a balance of land uses through the development of a mixed-use project that would provide services and affordable housing to at-risk seniors and young adults in the LGBT community. In addition, the Project would promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population by providing approximately 1,885 square feet of retail space as part of the Project that would primarily serve project residents, employees, clients, and guests. The Project would also encourage the inclusion of community-serving uses by providing program space for senior and youth services, including media classrooms, accessory recreational space, and administrative offices.

The Project would also be consistent with the relevant objectives and policies that support the goals of the Framework Element's Transportation Chapter. Specifically, the Project would support the City's objective in the Transportation Chapter to mitigate the impacts of traffic growth through the implementation of the proposed Transportation Demand Management Plan that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. The Project also promotes the City's policy in the Transportation Chapter to include bicycle storage by providing 227 bicycle parking spaces. In addition, given the location of the Project Site in proximity to major thoroughfares, the intrusion of project traffic into residential neighborhoods would be minimized.

The Project would be consistent with the relevant goals, objectives, and policies of the Framework Element's Infrastructure and Public Services Chapter. Specifically, with implementation of the Project, stormwater flows from the Project Site would not increase. In addition, the Project would implement Best Management Practices to collect, detain, treat, and discharge runoff onsite before discharging into the municipal storm drain system. The Project also would not exceed the available capacity within the distribution infrastructure that would serve the Project Site and no system upgrades would be required as a result of the Project.

In summary, the Project would be generally consistent with the relevant goals, objectives, and policies of the Framework Element.

(ii) Los Angeles General Plan Housing Element

The Project would support the City's objectives and policies to produce an adequate supply of rental housing, expand affordable rental housing for all income groups, ensure an adequate supply of emergency and temporary housing, and provide housing facilities and supportive services for the homeless and special needs populations. Specifically, the Project includes 135 affordable housing units, including 100 affordable housing units for low-income, at-risk, and homeless seniors and 35 affordable housing units for low-income, at-risk, and homeless young adults, ages 18–24. In addition, the Project includes 55 transitional living and emergency guest rooms with a capacity for 100 beds (including 60 transitional living and 40 emergency guest overnight beds).

The Project would also promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit and encourage the integration of housing with other compatible land uses because it is a mixed-use development with affordable housing and services that is located along a major transit corridor. The Project would also promote sustainable buildings by incorporating sustainable design features, including reducing indoor water use by at least 20 percent and providing water-efficient landscaping.

Therefore, the Project would be consistent with the applicable objectives and policies set forth in the Housing Element.

(iii) Mobility Plan 2035

The Project would be consistent with the relevant objectives and policies that support the goals of the Mobility Plan 2035. The Project supports the City's policy to provide for safe passage of all modes of travel during construction by preparing and implementing a work site traffic control plan that would identify the location of any temporary street parking or sidewalk closures and provide alternative routes. The Project would also promote the City's policy to design, plan, and operate streets to serve multiple purposes. Furthermore, the Project recognizes all modes of travel by providing adequate vehicular access, improving pedestrian access, and providing bicycle facilities. In addition, given the location of the Project Site along and in close proximity to major transit corridors, the Project would provide all residents, workers, and visitors convenient access to transit services. Therefore, the Project would be generally consistent with the applicable policies that support the goals and objectives set forth in the Mobility Plan 2035.

(iv) Hollywood Community Plan

The Project would support the City's objective to make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Hollywood community and encourage the enhancement of the varied and distinctive residential character of the Hollywood community through the development of affordable housing units for low-income, at-risk, and homeless seniors and young adults along with services and programs that would be provided in three new buildings designed to complement and respond to the existing low- to mid-scale character of the surrounding area.

The Project would also promote the City's objective to provide a basis for the location and programming of public services and utilities and encourage open space in local neighborhoods and in high density areas. Overall, the Project includes a minimum of approximately 13,625 square feet of open space for the senior and youth housing in accordance with LAMC requirements. In addition, the Project would support the City's objective to make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic, as well as encourage the expansion and improvement of public transportation service, by developing the Project Site in an area well-served by public transit and promoting the use of alternative modes of transportation through the provision of bicycle parking spaces.

Therefore, with the adoption of the requested general plan amendment to change the land use designation of the Project Site from Limited Manufacturing to General

Commercial, the Project would be generally consistent with the applicable objectives and policies set forth in the Hollywood Community Plan.

(b) Los Angeles Municipal Code

The Project is a mixed-use development that would provide affordable housing, temporary beds, and a variety of services for low-income, at-risk, and homeless seniors and young adults in the LGBT community. Upon its completion, the Project Site would include approximately 216,268 square feet of floor area (including the existing approximately 30,708-square-foot Village) with a corresponding FAR of approximately 1.86:1. The FAR for the new construction would be approximately 2.15:1. The proposed buildings would range in height from approximately 20 feet to 75 feet within the East Site and approximately 65 feet within the West Site.

The Project includes a requested general plan amendment to change the land use designation from Limited Manufacturing to General Commercial and a zone change to change the zoning from M1 to C2. The C2 zone permits a residential density in accordance with the R4 zone (400 square feet per unit), which would allow the proposed 135 affordable multi-family units. Therefore, the proposed multi-family use as part of the Project would be permitted with approval of the general plan amendment and vesting zone change.

Under the existing [Q]M1-1VL-SN zoning, a maximum building height of 45 feet and a FAR of 1.5:1 are permitted. However, the approximate height of the Project would be 75 feet on the East Site and 65 feet on the West Site, which would exceed the allowable height. In addition, with the inclusion of the Village, the Project Site would have a FAR of approximately 1.86:1, while the FAR for the new construction would be approximately 2.15:1. The Project would therefore exceed the allowable FAR under the “-1VL” height designation. Therefore, the Project requires a height district change from Height District 1VL to Height District 2D. The proposed “D” limitation would permit a maximum FAR of 3:1 for the entire Project Site, in lieu of the maximum FAR of 6:1 otherwise permitted in Height District 2.

With respect to height, the proposed mid-rise buildings would be compatible with existing mid-rise buildings in the vicinity of the Project Site, including the Hollywood Storage building located at 1025 N. Highland Avenue (14 stories, 160 feet), the Public Storage building located at 6801 W. Santa Monica Boulevard (four stories, 46 feet 6 inches), the apartment complex located at 1221 N. McCadden Place (four stories), and the approved development at 6649–6687 W. Santa Monica Boulevard (six buildings, five to seven stories, 62 to 91 feet). Similarly, the proposed FAR would be consistent with other developments surrounding the Project Site, including the Lexington Project directly to the

east of the Project Site (at 6649–6687 W. Santa Monica Boulevard, 1120–1122 N. Las Palmas Avenue, 6624–6650 W. Lexington Avenue), which was approved in 2014 and includes a general plan amendment from Limited Manufacturing to General Commercial, a vesting zone change from M1 to C2, and a height district change from 1VL to 2D with the “D” limitation, which permits a maximum building height of 91 feet and a FAR of 3.5:1. Therefore, the Project would be compatible and consistent with the existing and proposed mid-rise buildings in the vicinity of the Project Site.

Under the existing [Q]M1-1VL-SN zoning, the Project is not required by the LAMC to include front, rear, or side yard setbacks. With the approval of the vesting zone change from M1 to C2, no front, rear, or side yard setbacks would be required for non-residential uses. However, for residential uses, the Project requires a 15-foot front setback, a 3-foot side yard setback minimum not to exceed 16 feet with an additional 1 foot for each story over two levels, and a 15-foot rear yard setback not to exceed 20 feet with an additional 1 foot for each story over the third level. As discussed in Section II, Project Description, of the Draft EIR, the senior housing building on the East Site would be set back approximately 14.4 feet from the northern property line and 9 feet from the southern and eastern property lines. The youth housing building on the West Site would be constructed up to the property line along N. McCadden Place to align with the existing Village and would have setbacks of approximately 3 feet from the southern property line and approximately 19 feet from the western property line. The LGBT facility on the East Site, would be set back approximately 9 feet from the eastern property line, approximately 6 feet from the northern property line, 0 feet to approximately 5 feet from the western property line, and zero to approximately 4 feet from the southern property line.

The Project would comply with all of the applicable setback requirements, except that the side-yard setback on the south side of the proposed youth housing building is 3 feet, while an 8-foot side-yard setback is required. However, as part of the requested Density Bonus pursuant to LAMC Section 12.22A.25, the project applicant has selected an “off-menu incentive to allow the 3-foot side-yard setback. The proposed setbacks exceed the setbacks for most of the surrounding buildings, which generally occupy entire parcels with little to no setback.

Based on the parking requirements set forth in Sections 12.21.A.4 and 12.22.A.25 of the LAMC, the Project would require a total of 252 parking spaces. The Project includes a total of approximately 350 parking spaces. Therefore, the Project includes sufficient parking to comply with the minimum applicable parking requirements of the LAMC. In addition, in accordance with Section 12.21.A.16(a) of the LAMC, the Project includes 227 bicycle parking spaces.

The Project would also meet the requirements set forth in Section 12.21 of the LAMC concerning the provision of onsite open space. Specifically, based on the proposed dwelling unit types, the Project includes a minimum of 13,625 square feet of usable open space and would therefore comply with the applicable open space requirements of the LAMC.

In summary, with approval of the requested discretionary actions, the Project would be generally consistent with all applicable provisions of the LAMC.

(c) Hollywood Signage Supplemental Use District

The Project Site is located within the boundary of the HSSUD. The Project would not include any of the types of signs that are prohibited in the HSSUD pursuant to Ordinance No. 181,340. Furthermore, the Project would comply with the design standards for specific types of signs set forth in Ordinance No. 181,340, including, but not limited to, standards related to location, dimensions, area, height, spacing, and materials. Therefore, the Project would be generally consistent with the applicable signage requirements in the HSSUD.

(d) Los Angeles Promise Zone

The Project would promote good jobs by creating new employment opportunities during construction and operation of the Project. Furthermore, the LGBT Center would provide a number of services targeted at younger clients, including case management, counseling, mentoring and educational activities (including a GED preparation program and post-secondary educational opportunities through the youth academy), and employment training and placement, thereby increasing college readiness, enrollment, and graduation through early intervention and counseling services. The Project would also support homelessness prevention programs by expanding the LGBT Center's current emergency bed and transitional living programs, offering accommodation to homeless youth for periods ranging from 1 day to 90 days with respect to emergency overnight beds and up to 18 months with respect to transitional living beds. Therefore, the Project would be generally consistent with the goals of the Los Angeles Promise Zone.

(2) Consistency with Regional Plans

As detailed in Section IV.E, Land Use, of the Draft EIR, the Project would be consistent with the applicable goals and principles set forth in the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy, the Updated RTP/SCS, and the Compass Growth Vision Report. Further, the Project would be consistent with the applicable goals and policies set forth in the Regional Comprehensive Plan.

(3) Land Use Compatibility

The mix of affordable housing and program and services that would be provided for low-income, at risk, and homeless senior and youth populations in the LGBT community, including media classrooms, accessory recreational space, administrative offices, and retail space that would primarily serve project residents, employees, clients, and guests, would be similar to and compatible with existing development in the vicinity of the Project Site and in the Hollywood Community Plan area as a whole, including the low- to mid-rise commercial and residential uses surrounding the Project Site. Notably, the Project would be an extension of the existing activities that already occur at the Village.

The Project's height and massing would also be similar to and compatible with other mid-rise buildings in the vicinity of the Project Site, including the Hollywood Storage building located at 1025 N. Highland Avenue (14 stories, 160 feet), the Public Storage building located at 6801 W. Santa Monica Boulevard (four stories, 46 feet 6 inches), and the apartment complex located at 1221 N. McCadden Place (four stories). In addition, the Project's height and massing would be consistent with future development such as the approved mixed-use Lexington Project (to be developed at 6649–6687 W. Santa Monica Boulevard, 1120–1122 N. Las Palmas Avenue, 6624–6650 W. Lexington Avenue, directly east of the Project Site), which would include the development of six buildings that would be five to seven stories with heights ranging from 62 feet to 91 feet. Moreover, the Project has been designed to create a visually unified site with new buildings designed to complement the existing Village and respond to the low- to mid-scale character of the surrounding area. Further, the proposed buildings include building fenestration, a variety of surface materials, and a stepped-back design to create horizontal and vertical articulation, provide visual interest, and maintain the existing urban scale to enhance the pedestrian nature of the Project and immediately surrounding the Project Site. As such, the Project represents an extension and reflection of the surrounding urban environment.

Moreover, the discretionary actions required for the Project would not promote development that is incompatible with the surrounding community. The Project would be a mixed-use contributor to a varied urban fabric. In this way, the Project would be compatible with the types of land uses and zones in the vicinity of the Project Site. Therefore, the requested general plan amendment to change the land use designation for the Project Site from Limited Manufacturing to General Commercial would be consistent and compatible with the existing conditions in the vicinity of the Project Site and other similarly designated development sites in the project vicinity. Similarly, the requested vesting zone change to change the zoning designation of the Project Site from [Q]M1 to C2 would be consistent and compatible with the surrounding commercially-zoned properties and variety of land uses interspersed together in this area of Hollywood. Additionally, the requested height district change (from Height District 1 to Height District 2 or 1VL to 2D) would also be

consistent with the heights of the existing and proposed mixed-use structures in the vicinity of the Project Site, as discussed above.

In addition, the proposed narrowing of portions of N. McCadden Place between Santa Monica Boulevard and Lexington Avenue and the installation of a raised speed table with a crosswalk on N. McCadden Place between the existing Village courtyard and the proposed plaza are intended to allow wider sidewalks, enhance the safety and aesthetic of the pedestrian environment between the East Site and the West Site and facilitate the joint and intermittent use of the existing Village courtyard and the proposed new plaza adjacent to N. McCadden Place on the East Site for events/activities. These improvements would not affect access to the surrounding community.

Based on the analysis above, the Project would be compatible with surrounding land uses and zones and would not substantially or adversely change the existing land use relationships between the Project Site and existing and approved offsite uses. In addition, the Project would not physically divide an established community. Therefore, impacts related to land use compatibility would be less than significant.

b. Cumulative Impacts

As with the Project, the related projects would be required to comply with relevant land use policies and regulations. Therefore, the Project and the related projects would not have cumulatively significant land use impacts. In addition, as the Project would generally be consistent with applicable land use plans and zoning standards, the Project would not incrementally contribute to cumulative inconsistencies with respect to land use plans and zoning standards. Therefore, cumulative impacts with regard to regulatory framework would not be cumulatively considerable and cumulative impacts would be less than significant.

With regard to land use compatibility, there are numerous related projects located within a few blocks of the Project Site. The related developments comprise a variety of uses, including apartments, condominiums, office, restaurants, and retail uses, as well as mixed-use developments incorporating some or all of these elements. The Project would be compatible with the various developments planned throughout the surrounding vicinity, including the nearest related projects to the Project Site (Related Project Nos. 7 and 28), as well as with existing uses in the immediate area. In addition, while the Project in combination with the related projects represent a continuing trend of infill development at increased densities, future development, inclusive of the Project, would also serve to modernize the project vicinity and provide sufficient infrastructure and amenities to serve the needs of a growing population, in particular the at-risk segment of the LGBT community. Such related projects are not expected to fundamentally alter the existing land

use relationships in the community, but rather would concentrate development on particular sites and promote a synergy between existing and new uses, as demonstrated by the Project's integration of the existing Village into the Project.

Furthermore, as discussed above, the Project's proposed mix of residential and commercial uses would be compatible with surrounding land uses. Also, the Project has been designed to create a visually unified site with new buildings designed to complement the existing Village and respond to the low- to mid-scale character of the surrounding area.

For these reasons, the Project's incremental contribution with respect to land use compatibility would not be cumulatively considerable and the cumulative impact of the Project and the related projects on land use compatibility would be less than significant.

c. Project Design Features

No specific project design features beyond the project improvements discussed in Section II, Project Description, of the Draft EIR are proposed with regard to land use.

d. Mitigation Measures

With implementation of the requested general plan amendment, vesting zone change, and height district change, impacts related to land use would be less than significant. Therefore, no mitigation measures would be necessary.

e. Level of Significance after Mitigation

Impacts related to land use would be less than significant, and, therefore, no mitigation measures would be required.

F. Noise

a. Analysis of Project Impacts

(1) Construction Noise

(a) Onsite Construction Noise

Noise impacts from project-related construction activities occurring within or adjacent to the Project Site would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise sensitive receptors. As discussed

in detail in Section IV.G, Noise, of the Draft EIR, the maximum estimated construction noise levels associated with construction of the Project would exceed the significance thresholds at receptor locations R1 through R3 and R5. The maximum estimated construction noise levels associated with construction of the Project would not exceed the significance threshold at receptor location R4. However, the significance thresholds provided in Section IV.G, Noise, of the Draft EIR, would not apply to receptor locations R3 and R4 as the studio uses represented by these receptor locations are not defined as noise sensitive uses by the *L.A. CEQA Thresholds Guide*. Therefore, under the most conservative impact assessment (and not including the studio uses, which are not considered noise sensitive uses in the *L.A. CEQA Thresholds Guide*), temporary noise impacts associated with the Project's onsite construction would be significant at receptor locations R1, R2, and R5. As provided below, Mitigation Measures, Mitigation Measure F-1 would be implemented to reduce onsite construction noise impacts and would reduce the Project's onsite construction noise impacts during construction to a less than significant level.

The Project's potential noise impacts to the Hubert Howe Bancroft Middle School were also evaluated as directed by a comment letter from the Los Angeles Unified School District. The Middle School is within the LAUSD and is located on the south side of Romaine Street, which is approximately 740 feet south of the Project Site. Also, construction of the Project would not occur during nighttime hours or on Sunday. Therefore, the Project would not have a significant impact on the Middle School per the construction noise screening criteria in the *L.A. CEQA Thresholds Guide*. Furthermore, R4 is located just north of the Middle School along Las Palmas Avenue and the R4 receptor site has similar ambient noise conditions as the Middle School. Therefore, the noise modeling results for the R4 receptor (61.7 dBA L_{eq}) demonstrate that the construction noise levels at the Middle School would be well below the LAUSD exterior noise standard of 67 dBA L_{eq} . Moreover, the Middle School is shielded from the Project Site by numerous existing intervening buildings. Finally, the Project includes Mitigation Measure F-1, which requires the use of impermeable sound barriers along the southern property line of the Project Site. These sound barriers would further attenuate construction noise and thereby further reduce potential noise impacts on the Middle School.

Therefore, in any case, the construction noise impacts from the Project on the Middle School would be less than significant.

(b) Offsite Construction Noise

The noise level generated by construction trucks would be consistent with (i.e., no measurable change) the existing daytime ambient noise level along Santa Monica Boulevard, as measured at receptor location R5, and would be below the 5 dBA significance threshold. The estimated construction truck noise levels represent the

worst-case construction phase (i.e., shoring/excavation). During other construction phases, the number of construction trucks would be lower, which would result in lower noise levels. Therefore, temporary noise impacts from offsite construction traffic would be less than significant.

(2) Construction Vibration

(a) Building Damage Impacts from Onsite Construction

The Project would generate ground-borne construction vibration during site demolition and shoring/excavation/grading activities when heavy construction equipment, such as large bulldozers, drill rigs, and loaded trucks, would be used. The estimated vibration velocity levels from all construction equipment would be below the building damage significance threshold of 0.2 PPV at the offsite structures to the north and south (south of Santa Monica Boulevard). However, the estimated ground-borne vibration levels from heavy construction equipment (i.e., large bulldozer, drill rig, loaded truck) would exceed the 0.2 PPV significance threshold at the commercial building located on the west side of N. McCadden Place, south of the West Site and at the commercial buildings located east of the East Site along N. Las Palmas Avenue. This potential vibration impact would only occur when heavy construction equipment operates within 15 feet of the commercial buildings to the west and east. At a distance of 15 feet or greater, the estimated vibration from the construction equipment would be below the 0.2 PPV threshold.

As provided below and in Section IV.G, Noise, of the Draft EIR, Mitigation Measure F-2 would be implemented to reduce vibration impacts on the commercial buildings to the west and east. Implementation of Mitigation Measure F-2 would reduce the Project's vibration impacts (pursuant to the threshold of significance for building damage) during construction to a less than significant level.

(b) Human Annoyance/Special Buildings Impacts from Onsite Construction

With regard to human annoyance, the estimated ground-borne vibration levels from construction equipment would be below the significance thresholds for human annoyance at receptor locations R1, R2, R4 and R5. However, the estimated vibration levels at receptor location R3 would be above the 65 VdB significance threshold for studio uses. Although studio uses are not considered noise sensitive uses under the *L.A. CEQA Thresholds Guide* for construction noise, such uses are contemplated as sensitive to vibration under the FTA criteria. Therefore, vibration impacts on receptor location R3 during construction of the Project would be significant pursuant to the FTA vibration threshold of significance for special buildings. The vibration levels at location R3 would be reduced to below the 65 VdB significance threshold when heavy construction equipment

(e.g., large bulldozer, caisson drilling and onsite loaded truck) are operating at distance of minimum 140 feet from the studio building.

(c) Building Damage and Human Annoyance/Special Buildings Impacts from Offsite Construction

Construction trucks (i.e., haul, delivery, and concrete trucks) would generate ground-borne vibration as they travel along the Project's anticipated haul route. There are existing buildings along the Project's anticipated haul route (i.e., Sunset Boulevard) that are approximately 20 feet from the right-of-way and would be exposed to ground-borne vibration levels of approximately 0.022 PPV or 75 VdB. The estimated vibration generated by the construction trucks along the haul route would be well below the most stringent building damage threshold of 0.12 PPV for buildings extremely susceptible to vibration. Therefore, potential building damage impacts from construction truck vibration would be less than significant.

The threshold of significance for human annoyance/special buildings is 72 VdB for sensitive uses, including residential and theater uses, 65 VdB for studio (recording/broadcast) uses, and 75 VdB for school uses. The temporary vibration levels could reach approximately 75 VdB periodically as trucks pass receptors sensitive to vibration along the anticipated haul route. While there are no residential uses along Santa Monica Boulevard between the Project Site and the 101 Freeway which could be subjected to these periodic vibration levels, there are theater and studio uses along the anticipated haul route. The FTA criteria consider these uses sensitive to vibration impacts. Therefore, potential vibration impacts associated with temporary and intermittent vibration from construction trucks traveling along the anticipated haul route would be significant on these receptors with respect to special buildings.

(3) Operational Noise Impacts

Primary noise sources associated with operation of the Project would include mechanical equipment, outdoor spaces, parking facilities, trash collection areas, and traffic on nearby roadways.

With regard to onsite noise from mechanical equipment, project-related outdoor mechanical equipment would be designed so as not to increase the existing ambient noise levels by 5 dBA. Specifically, the Project would comply with Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise levels on the premises of other occupied properties by more than 5 dBA. In addition, as provided in Project Design Feature F-3, all outdoor mounted mechanical equipment would be enclosed or screened from offsite noise-sensitive receptors. Noise from the Project's mechanical equipment is estimated to

range from 37.5 dBA (L_{eq}) at receptor location R1 to 56.0 dBA (L_{eq}) at receptor location R3, which would be below the applicable 5 dBA threshold (based on the nighttime ambient). Therefore, noise impacts from mechanical equipment would be less than significant.

With regard to outdoor spaces, the estimated noise levels at all offsite receptor locations would be below the significance threshold of 5 dBA (L_{eq}) above ambient noise levels, even without the existing courtyard events included in the baseline ambient. As such, noise impacts from use of the outdoor areas would be less than significant.

With regard to the parking facilities, the subterranean parking levels would be fully enclosed on all sides, noise generated within the parking garage would be effectively shielded from the offsite sensitive receptors located in the vicinity to the Project Site. Furthermore, noise associated with the Project's enclosed parking would be less than the noise generated within the existing open surface parking lots. Noise from the subterranean parking structure is estimated to range from 27.7 dBA (L_{eq}) at receptor location R4 to 56.9 dBA (L_{eq}) at receptor location R3, which would be below the 5 dBA threshold. Therefore, the noise levels associated with the subterranean parking garage would not increase the ambient noise levels at the offsite sensitive receptors by more than 5 dBA. As such, noise impacts associated with the Project's parking facilities would be less than significant.

In addition, noise sources associated with the trash collection area would include a trash compactor and trash compactor would be fully enclosed. However, to represent a worst-case analysis the noise analysis assumes the trash compactor would be located outdoors. The estimated noise levels at all offsite receptor locations would be below the significance threshold of 5 dBA (L_{eq}) above ambient noise levels. Therefore, noise impacts from trash compactor operations would be less than significant.

The Project would result in a maximum 0.2 dBA (CNEL) increase in traffic noise along Lexington Avenue (east of Highland Avenue). At other analyzed roadway segments, the increase in traffic-related noise levels would be 0.1 dBA or lower. In addition, the Existing Plus Project analysis is conservative as baseline ambient mobile noise levels are expected to increase by the time the Project is completed. Therefore, offsite traffic noise impacts associated with Existing Plus Project conditions would be less than significant.

Furthermore, the Project would result in an increase in composite noise levels ranging from 0.1 dBA at receptor locations R4 and R5 to 3.4 dBA at receptor location R3. The composite noise levels from the Project at the offsite receptor locations would be below both the 3 dBA significance threshold (applicable to receptor location R5 as the composite noise level falls within the unacceptable land use category) and the 5 dBA significance threshold (applicable to receptor locations R1 to R4 as the composite noise

levels fall within the acceptable land use category). As such, composite noise level impacts due to project operations would be less than significant.

(4) Land Use Compatibility

Based on the measured ambient noise levels, the exterior noise levels at the Project Site range from 64.9 dBA CNEL at the eastern boundary of the Project Site (measured at receptor location R3) to 74.0 dBA CNEL at the southern property line facing Santa Monica Boulevard (measured at receptor location R1 and adjusted for distance to future building location). According to the City of Los Angeles Guidelines for Noise Compatible Land Use, the Project Site would be considered “conditionally acceptable” for commercial development (up to 75 dBA CNEL) and “normally unacceptable” for multi-family residential development (between 70 and 75 dBA CNEL). In accordance with Section 91.1207.11.2 of the LAMC and Section 5.507 of the 2013 California Green Building Standards Code, necessary noise insulation features would be included in the final design of the Project to achieve an interior noise environment that does not exceed 45 dBA CNEL in the interior of the residential uses and 50 dBA L_{eq} in the interior of the non-residential uses. Therefore, noise impacts associated with land use compatibility would be less than significant.

b. Cumulative Impacts

(1) Construction Noise

Noise from construction of development projects is typically localized and has the potential to affect areas immediately within 500 feet from the construction site, based on the *L.A. CEQA Thresholds Guide* screening criteria. Thus, noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receptors located midway between the two construction sites. Cumulative noise impacts at the nearby sensitive uses located between the Project Site and Related Project No. 28, (The Lexington Mixed-Use) located at 6677 Santa Monica Boulevard, and related Project No. 48, a mixed-use development located at 1233 Highland Avenue, could occur. Implementation of Mitigation Measure F-1 provided, below, would serve to reduce the Project’s construction noise impacts from onsite activities to a less-than-significant level. While it is anticipated that nearby related projects would similarly implement mitigation measures to address any potential noise impacts from onsite construction activities, potential cumulative impacts as a result of construction of the Project and nearby related projects cannot be precluded. Therefore, cumulative construction noise impacts from onsite activities would be significant and unavoidable. Thus, construction of the Project and related projects could result in the exposure of persons to or generation of noise levels in excess of standards established by the City or result in a substantial

temporary or periodic increase in ambient noise levels in the vicinity of the Project Site above levels existing without the Project and related projects.

In addition to the cumulative impacts of onsite construction activities, offsite construction haul trucks would have a potential to result in cumulative impacts if the trucks for the related projects and the Project were to utilize the same haul route. It is estimated that up to 194 truck trips per hour could occur along Santa Monica Boulevard without exceeding the significance thresholds of 5 dBA above ambient. If the total number of trucks from the Project and related projects were to add up to 195 truck trips or more per hour along Santa Monica Boulevard, the estimated noise level from 195 truck trips or more per hour would be 76.9 dBA, which would exceed the ambient noise levels by 5 dBA and exceed the significance thresholds. Based on the existing traffic counts for Santa Monica Boulevard (between the Project Site and the US-101 Freeway), the peak hour truck volume is approximately 70 truck trips (total of eastbound and westbound truck traffic). The traffic counts were taken during a period of relatively high construction activity in the Hollywood area. Thus, it is reasonable to foresee that truck traffic related to construction of the Project and other related projects, while potentially incrementally adding to the current number of trucks on Santa Monica Boulevard, would not add an additional 195 or more hourly truck trips, which is equivalent to almost three times the current truck volume on Santa Monica Boulevard. Therefore, the cumulative noise due to construction truck from the Project and other related projects would likely not exceed the ambient noise levels along the haul route by 5 dBA. As such, noise impacts from offsite construction would be less than significant.

(2) Construction Vibration

Ground-borne vibration decreases rapidly with distance. The nearest related project to the Project Site is Related Project No. 28, which is approximately 55 feet east of the Project Site. Due to the rapid attenuation characteristics of ground-borne vibration and given the distance of the nearest related project to the Project Site, there is no potential for a cumulative construction vibration impact with respect to building damage associated with ground-borne vibration from onsite sources.

With regard to human annoyance, there are no residential uses close enough to the Project Site to be impacted due to cumulative construction vibration impacts. However, heavy construction equipment used at Related Project No 28, at a distance of 55 feet away from the studio, could produce ground-borne vibration that could exceed the 65 VdB threshold for studio uses. Therefore, cumulative construction vibration impacts pursuant to the FTA threshold for special buildings would be significant in the event concurrent construction of the Project and Related Project No. 28 were to occur.

With regard to offsite construction vibration, there are existing buildings along the anticipated haul route for the Project (i.e., Santa Monica Boulevard) that are approximately 20 feet from the right-of-way. These buildings would be anticipated to be exposed to ground-borne vibration levels of approximately 0.022 PPV. Trucks from the related projects would be expected to generate similar ground-borne vibration levels. Therefore, the vibration levels generated from offsite construction trucks associated with the Project and other related projects along the anticipated haul route would be well below the most stringent building damage threshold of 0.12 PPV for buildings extremely susceptible to vibration. Therefore, potential cumulative vibration impacts with respect to building damage from offsite construction would be less than significant.

Potential vibration impacts associated with temporary and intermittent vibration from project-related construction trucks traveling along the anticipated haul route would be significant with respect to special buildings. As related projects would be anticipated to use similar trucks as the Project, it is anticipated that construction trucks would generate similar vibration levels along the anticipated haul route. Therefore, to the extent that other related projects use the same haul route as the Project, potential cumulative impacts to special buildings associated with temporary and intermittent vibration from haul trucks traveling along the designated haul routes would be significant.

(3) Operation

Due to provisions set forth in the LAMC that limit stationary source noise from items such as roof-top mechanical equipment, noise levels would be less than significant at the property line for each related project. In addition, as discussed above, noise impacts associated with operations within the Project Site would be less than significant. Therefore, based on the distance of the related projects from the Project Site and the operational noise levels associated with the Project, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

With regard to offsite mobile noise sources, the Project and related projects in the area would produce traffic volumes (offsite mobile sources) that would generate roadway noise. Cumulative traffic volumes would result in a maximum increase of 0.9 dBA (CNEL) along the roadway segments of Cahuenga Boulevard (north of Santa Monica Boulevard) and Santa Monica Boulevard (between La Brea Avenue and Cahuenga Boulevard), which would be below the relevant 3 dBA significance threshold (applicable when noise levels fall within the normally unacceptable category). At all other analyzed roadway segments, the increase in cumulative traffic noise would be less than 0.9 dBA (CNEL). Therefore, cumulative noise impacts due to offsite mobile noise sources associated with the Project, future growth, and related projects would be less than significant.

c. Project Design Features

The Project includes the following project design features with regard to noise and vibration:

Project Design Feature F-1: Power construction equipment (including combustion engines), fixed or mobile, would be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment would be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Project Design Feature F-2: Project construction would not include the use of driven (impact) pile systems.

Project Design Feature F-3: All outdoor mounted mechanical equipment would be enclosed or screened from offsite noise-sensitive receptors.

Project Design Feature F-4: Trash collection areas shall be fully enclosed.

Project Design Feature F-5: Outdoor amplified sound systems would be designed so as not to exceed a maximum noise level of 79 dBA (L_{eq}) at a distance of 50 feet from the amplified sound system.

d. Mitigation Measures

(1) Construction

As analyzed above, construction of the Project would have the potential to result in significant noise impacts at the offsite sensitive receptor locations from onsite construction activities. Thus, the following measures are included to minimize construction-related noise impacts:

Mitigation Measure F-1: A temporary and impermeable sound barrier shall be erected along the northern and southern property lines of the Project Site (along Santa Monica Boulevard). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the SAE Institute (receptor location R5) to the south and 8-dBA noise reduction at the residential and theater uses to the north (receptor locations R1 and R2).

Additionally, as analyzed above, project-related onsite construction activities would have the potential to result in significant vibration impacts with respect to building damage at the adjacent buildings immediately west and east of the Project Site. Thus, the following mitigation measure is included to minimize construction-related vibration impacts:

Mitigation Measure F-2: The contractor shall employ the following construction methods to minimize the generation of ground-borne vibration at the adjacent buildings to the west and east of the Project Site:

- a) Utilize smaller pieces of construction equipment, such as a small bulldozer and hand held compactors, when construction occurs within 15 feet of the adjacent offsite buildings.
- b) Avoid using a jackhammer within 8 feet of the adjacent offsite buildings; use a saw to cut the asphalt.
- c) Utilize mini-caisson or alternative methods for installation of piles within 15 feet of the adjacent offsite buildings.
- d) Retain the services of a qualified vibration consultant to monitor ground-borne vibration at the adjacent buildings to the west and east of the Project Site during site excavation (when the use of heavy construction equipment, such as a large bulldozer, drill rig, or loaded truck occurs) within 15 feet of the offsite building structures adjacent to the Project Site. If the measured ground-borne vibration levels exceed 0.2 inch/second (PPV) at the adjacent offsite structures, the Project contractor shall evaluate and employ alternative construction methods, so that the ground-borne vibration levels would be below 0.2 inch/second (PPV) at the adjacent offsite structures to the west and east.

(2) Operation

As discussed above, operation of the Project would not result in a significant noise impact to offsite sensitive receptors. Therefore, no mitigation measures are required.

e. Level of Significance after Mitigation

(1) Construction

Implementation of Mitigation Measure F-1 provided above would reduce the Project's and cumulative construction noise levels to the extent feasible. The estimated construction-related noise levels at the offsite sensitive receptors with implementation of Mitigation Measure F-1 would be reduced to below a level of significance. As such, construction noise impacts associated with onsite noise sources would be less than significant with implementation of mitigation. However, cumulative construction noise impacts associated with onsite noise sources would remain significant and unavoidable if nearby Related Project No. 28 and Related Project No. 48 were to be constructed concurrently with the Project. With regard to offsite construction noise, project-level and cumulative noise impacts from offsite construction would be less than significant.

Implementation of Mitigation Measure F-2 would reduce vibration impacts from onsite construction with respect to building damage at the offsite buildings immediately west and east of the Project Site to a less-than-significant level. Specifically, with implementation of Mitigation Measure F-2, vibration levels at the buildings immediately adjacent to the Project Site (immediately west and east) would be below 0.2 PPV.

Additional mitigation measures considered to reduce vibration impacts from onsite construction activities with respect to special buildings (i.e., studio adjacent to the Project Site) included the installation of a wave barrier, which is typically a trench or a thin wall made of sheet piles installed in the ground (essentially a subterranean sound barrier to reduce noise). However, as wave barriers are not considered cost effective and construction of a wave barrier to reduce the Project's construction-related vibration impacts would, in and of itself, generate ground-borne vibration from the excavation equipment, it is concluded that there are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from onsite construction associated with special buildings to a less-than-significant level. Therefore, project-level and cumulative vibration impacts from onsite construction activities with respect to special buildings would remain significant and unavoidable.

Vibration levels generated by construction trucks (i.e., haul, delivery, and concrete trucks) along the Project's haul route (i.e., Santa Monica Boulevard) would be well below the significance threshold for building damage. Therefore, vibration impacts with respect to building damage would be less than significant under both the Project and on a cumulative basis.

Vibration levels from construction trucks would exceed the significance threshold for human annoyance at sensitive receptors (i.e., theater use) along Santa Monica Boulevard, resulting in significant Project-level and cumulative construction vibration impacts. There are no feasible mitigation measures that would reduce the potential vibration human annoyance impacts. Therefore, Project-level and cumulative vibration impacts from offsite construction with respect to human annoyance would remain significant and unavoidable. Impacts would be temporary, intermittent, and limited to during daytime hours when the haul truck is traveling within 20 feet of a sensitive receptor.

(2) Operation

Project-level and cumulative impacts with regard to operational noise would be less than significant.

G.1 Public Services—Fire Protection

a. Analysis of Project Impacts

(1) Construction

Construction activities have the potential to result in accidental onsite fires by exposing combustible materials (e.g., wood, plastics, sawdust, coverings and coatings) to fire risks from machinery and equipment sparks, and from exposed electrical lines, chemical reactions in combustible materials and coatings, and lighted cigarettes. Given the nature of construction activities and the work requirements of construction personnel, the Occupational Safety & Health Administration has developed safety and health provisions for implementation during construction, which are set forth in 29 Code of Federal Regulations, Part No. 1926. In accordance with these regulations, construction managers and personnel would be trained in emergency response and fire safety operations, which include the monitoring and management of life safety systems and facilities, such as those set forth in the Safety and Health Regulations for Construction established by the Occupational Safety and Health Administration. Additionally, in accordance with the provisions of the Occupational Safety & Health Administration, fire suppression equipment (e.g., fire extinguishers) specific to construction would be maintained onsite. Project construction would also occur in compliance with all applicable federal, State, and local requirements concerning the handling, disposal, use, storage, and management of hazardous materials.

Construction of the Project could also potentially impact the provision of LAFD services in the vicinity of the Project Site as a result of construction impacts to the surrounding roadways. Specifically, access to the Project Site and the surrounding vicinity could be impacted by project-related construction activities, such as roadway/access improvements and the construction of utility line connections. Construction activities also would generate traffic associated with the movement of construction equipment, the hauling of soil and construction materials to and from the Project Site, and construction worker traffic. However, as discussed in Section IV.H, Traffic, Access, and Parking, of the Draft EIR, the study intersections along Santa Monica Boulevard, including at La Brea Avenue, Highland Avenue, Las Palmas Avenue, Wilcox Avenue, and at Cahuenga Boulevard, are all currently operating at LOS D or better during both the morning and afternoon peak hours. As further discussed in Section IV.H, Traffic, Access, and Parking, of the Draft EIR, since construction of the Project would generate significantly fewer trips than during operation of the Project and since the Project's operational traffic impacts would be less than significant at all study intersections, the Project therefore would not cause substantial delays and disruption of existing traffic flow during construction, and construction traffic impacts associated with the Project would be less than significant. Also, given the permitted hours of construction and nature of construction projects, most of the

construction worker trips would occur outside the typical weekday commuter morning and afternoon peak periods, thereby reducing the potential for traffic-related conflicts. The project applicant would also prepare and submit a work site traffic control plan to LADOT prior to the start of construction pursuant to Project Design Feature H-1 included in Section IV.H, Traffic, Access, and Parking, of the Draft EIR, to ensure that adequate and safe access remains available within and near the Project Site during construction activities.

Based on the above, temporary construction activities associated with the Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility in order to maintain service. Therefore, impacts to fire protection and emergency medical services during construction of the Project would be less than significant, and no mitigation measures are required.

(2) Operation

(a) Facilities and Equipment

The Project Site is currently and would continue to be served by Fire Station No. 27, which is the “first-in” station for the Project Site, located approximately 0.7 mile northeast of the Project Site. Fire Stations No. 41 and No. 82, located approximately 1.3 miles and 2.0 miles northwest and northeast of the Project Site, respectively, would continue to be available to serve the Project Site in the event of an emergency.

The development of the proposed 135 affordable housing units (100 units for seniors and 35 units for young people) would generate a residential population of 329 residents. In addition, the proposed 55 transitional living and emergency guest rooms, which would have a capacity for 100 beds, would result in up to 100 temporary/transitional residents at any given time, based on one person per bed. Therefore, the Project would result in a total residential population of 429 residents. In addition, the Project’s retail and office uses are forecast to require approximately 214 employees. The Project’s population would increase the demand for LAFD fire protection and emergency medical services compared to existing conditions. However, the Project would implement all applicable City Building Code and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, etc. In addition, it is noted that since the Project Site would be located within the required response distance from a fire station with an engine or truck company, pursuant to Section 57.507.3.3 of the LAMC, the buildings proposed as part of the Project would not be required to be constructed with automatic fire sprinkler systems. Notwithstanding, to enhance fire safety, as provided in Project Design Feature G.1-1, the Project includes the installation of automatic fire sprinklers in all proposed buildings, which would reduce the demand placed on the LAFD.

Compliance with applicable regulatory requirements would ensure that adequate fire prevention features would be provided that would reduce the demand on LAFD facilities and equipment. In addition, in accordance with the fire protection-related goals, objectives, and policies set forth in the Framework Element, the Safety Element, and the Community Plan, the City along with LAFD would continue to monitor the demand for existing and projected fire facilities (Objective 9.16 of the Framework Element, Policy 2.1.6 of the Safety Element, and Fire Protection Policy 1 of the Community Plan) and coordinate the development of new fire facilities to be phased with growth (Objective 9.18 of the Framework Element). Also, the fire station listed above, that serves the project area, has been recently upgraded with new facilities and equipment. Therefore, given LAFD's fire/life safety plan review, LAFD's fire/life safety inspection, and LAFD's continued evaluation of existing fire facilities, impacts with regard to LAFD facilities and equipment would be less than significant.

(b) Response Distance, Emergency Access, and Response Times

Section 57.507.3.3 of the LAMC provides that the maximum response distance from fire stations with an engine company is 1.5 miles and the maximum response distance from fire stations with a truck company is 2 miles for land uses in the High Density Residential and Neighborhood Commercial category, such as the Project. Fire Station No. 27, which would serve as the "first-in" fire station to the Project Site, is located approximately 0.7 mile away and is equipped with one engine, one truck, one pump, three ambulances, and one urban search and rescue. Therefore, the Project would fall within LAFD's maximum prescribed response distances from a fire station with an engine company and a truck company.

Emergency vehicles would access the Project Site from Santa Monica Boulevard, McCadden Place, and Las Palmas Avenue. Based on the Project Site's location within a highly urbanized area of the City, the streets surrounding the Project Site were designed as standard streets in terms of pavement width and thickness, curb and gutter, and horizontal and vertical curvature. Therefore, the street system surrounding the Project Site is not considered substandard. In addition, the Project's driveways and internal circulation would be designed to incorporate all applicable City Building Code and Fire Code requirements regarding site access, including providing adequate emergency vehicle access. Compliance with applicable City Building Code and Fire Code requirements, including emergency vehicle access, would be demonstrated as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in Section 57.118 of the LAMC, prior to the issuance of a building permit. Furthermore, the proposed narrowing of portions of N. McCadden Place between Santa Monica Boulevard and Lexington Avenue would not include the installation of barriers that could impede emergency vehicle access within and in the vicinity of the Project Site. The Project does not include any improvements along the other streets surrounding the Project Site which

could impede emergency vehicle access. As such, existing emergency access to the Project Site and surrounding uses would be maintained during operation of the Project. Therefore, the Project would not significantly impact emergency vehicle access to the Project Site and surrounding uses and the Project is not anticipated to impair the LAFD from responding to emergencies at the Project Site or the surrounding area.

With regard to response times, the Project would introduce new uses to the Project Site which would generate additional traffic in the vicinity of the Project Site. Project-related traffic would have the potential to increase emergency vehicle response times to the Project Site and surrounding properties due to travel time delays caused by the additional traffic. As discussed in Section IV.H, Traffic, Access, and Parking, of the Draft EIR, with the addition of project traffic to the study intersections, none of the study intersections would experience a change to the volume-to-capacity ratio or delay that would exceed the significance thresholds. Accordingly, the Project is not anticipated to substantially affect existing response times in the service areas of Fire Station No. 27, Fire Station No. 41, and Fire Station No. 82. Furthermore, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, as discussed above, the LAFD initiated a major reorganization of the Department's Emergency Services Bureau, creating four distinct geographic bureaus, each with a Deputy Chief reporting directly to the LAFD Chief Deputy of Emergency Operations. The bureaus will operate during normal weekday business hours and bureau commanders and staff will be available 24/7 to respond to significant emergencies. The new four bureau system makes the LAFD more effective and responsive to the needs of those within the community.

Overall, impacts with regard to response distance, emergency access, and response times would be less than significant.

(c) Fire Flow

The existing water infrastructure can deliver flows up to 1,400 gpm with a residual pressure of up to 89 psi, which far exceeds the 20 psi requirement for the surrounding public hydrants. The Project would include the installation of automatic fire sprinklers in all proposed buildings, which would reduce or eliminate the public hydrant demands. Installation of the proposed automatic fire sprinklers would be subject to LAFD review and approval during LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for the Project, as set forth in Section 57.118 of the LAMC. The proposed fire sprinkler system is estimated to require up to approximately 1,000 gpm for the East Site. Based on pressure flow reports obtained from LADWP (see Exhibit 1 of Appendix E to the Draft EIR), the existing water infrastructure can deliver flows up to 1,400 gpm with a residual pressure of up to 89 psi. Therefore, LADWP would be able to supply sufficient flow and pressure to satisfy the needs of the fire suppression for the Project. Furthermore, the locations of the

existing public hydrants relative to the Project Site would be reviewed by the LAFD and the LAFD would make a determination regarding hydrant spacing requirements. Therefore, with construction of the proposed fire water system improvements (connections to the existing water mains), and (if required) the installation of additional fire hydrant(s) within the public right-of-way to meet the hydrant spacing requirements set forth in Section 57.507.3.2 of the LAMC, the Project would meet the fire flow requirements. Impacts with regard to fire flow would be less than significant.

b. Cumulative Impacts

The increase in development and residential service populations from the Project and related projects could result in a cumulative increase in the demand for LAFD services and could have a cumulative impact on fire services. Similar to the Project, the related projects and other development in the City would be required to implement all applicable City Building Code and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, etc. As with the Project, other related projects may also include the installation of automatic fire sprinklers to enhance fire safety, which would further reduce the demand placed on the LAFD facilities and equipment. The Project as well as the related projects would also generate revenues to the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new fire station facilities and related staffing, as deemed appropriate.

In addition, in accordance with the fire protection-related goals, objectives, and policies set forth in the Framework Element, the Safety Element, and the Community Plan, the City along with LAFD would also continue to monitor population growth and land development in the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the required level of service. Therefore, given LAFD's fire/life safety plan review, LAFD's fire/life safety inspection, and LAFD's continued evaluation of existing fire facilities, cumulative impacts with regard to LAFD facilities and equipment would be less than significant.

Given that the Project Site is located within an urban area, each of the related projects identified in the area would likewise be developed within urbanized locations that fall within an acceptable distance from one or more existing fire stations. Additionally, in accordance with Fire Code requirements, if the related projects would not be within the acceptable distance from a fire station, that related project would be required to install an automatic fire sprinkler system to comply with response distance requirements. Similarly, as with the Project, related projects would be required to comply with all applicable City

Building Code and Fire Code requirements regarding site access, including providing adequate emergency vehicle access. Furthermore, with regard to response times, the Project and related projects would introduce new uses to the Project Site which would generate additional traffic in the vicinity of the Project Site. Traffic from the Project and related projects would have the potential to increase emergency vehicle response times to the Project Site and surrounding properties due to travel time delays caused by the additional traffic. With the addition of project traffic to the study intersections, none of the study intersections would experience a change to the volume-to-capacity ratio or delay that would exceed the significance thresholds. Accordingly, the Project is not anticipated to substantially affect existing response times in the service areas of Fire Station No. 27, Fire Station No. 41, and Fire Station No. 82, and the Project would not contribute to a cumulative impact regarding response times. Notwithstanding, it is noted that the LAFD has initiated a major reorganization of the Department's Emergency Services Bureau, creating four distinct geographic bureaus, each with a Deputy Chief reporting directly to the LAFD Chief Deputy of Emergency Operations. The bureaus operate during normal weekday business hours and bureau commanders and staff are available 24/7 to respond to significant emergencies. The new four bureau system makes the LAFD more effective and responsive to the needs of those within the community. Also, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic.

Based on the above, the Project's contribution to cumulative impacts to fire protection would not be cumulatively considerable. The Project, when considered together with the related projects, would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable fire protection emergency services. In any event, cumulative impacts on fire protection would be less than significant.

c. Project Design Features

Project Design Feature G.1-1: The Project shall install automatic fire sprinklers in all proposed buildings.

Additionally, as discussed in Section IV.H, Traffic, Access, and Parking, of the Draft EIR, pursuant to Project Design Feature H-1, the project applicant would prepare and submit a work site traffic control plan to LADOT prior to the start of construction that would include provisions for maintaining emergency access to the Project Site during construction.

d. Mitigation Measures

Project-level and cumulative impacts with regard to fire protection and emergency medical services would be less than significant. Therefore, no mitigation measures are required.

e. Level of Significance After Mitigation

Project-level and cumulative impacts with regard to fire protection and emergency medical services would be less than significant. The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable fire protection emergency services.

G.2 Public Services—Police Protection

a. Analysis of Project Impacts

(1) Construction

Construction sites can be sources of nuisances and hazards and invite theft and vandalism. When not properly secured, construction sites can contribute to a temporary increased demand for police protection services. As provided in Project Design Feature G.2-1, the project applicant would implement temporary security measures including security fencing, lighting, and locked entry to secure the Project Site during construction. With implementation of these measures, potential impacts associated with theft and vandalism during construction activities would be less than significant.

Construction of the Project could also potentially impact the provision of LAPD police protection services and police response times in the vicinity of the Project Site as a result of construction impacts on the surrounding roadways. Specifically, access to the Project Site and the surrounding vicinity could be impacted by project-related construction activities, such as roadway/access improvements and the construction of utility line connections. Construction activities would also generate traffic associated with the movement of construction equipment, the hauling of soil and construction materials to and from the Project Site, and construction worker traffic. Therefore, although construction activities would be short-term and temporary for the area, project construction activities could temporarily increase response times for police vehicles along Santa Monica Boulevard, adjacent to the Project Site, and other main connectors due to travel time delays caused by traffic during the Project's construction phase. However, since construction of the Project would generate significantly fewer trips than during operation of the Project and since the

Project's operational traffic impacts would be less than significant at all study intersections, the Project therefore would not cause substantial delays and disruption of existing traffic flow during construction, and construction traffic impacts associated with the Project would be less than significant. Also, given the permitted hours of construction and nature of construction projects, most of the construction worker trips would occur outside the typical weekday commuter morning and afternoon peak periods, thereby reducing the potential for traffic-related conflicts. In addition, the project applicant would prepare and submit a work site traffic control plan to LADOT prior to the start of construction pursuant to Project Design Feature H-1 included in Section IV.H, Traffic, Access, and Parking, of the Draft EIR. Further, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, impacts on police protection services during project construction would be less than significant.

(2) Operation

The Project would be served by the Hollywood Community Police Station. With the Project's estimated 636 new residents, the officer-per-resident ratio in the Hollywood Community Police Station service area would slightly decrease from 2.84 officers per 1,000 residents to 2.83 officers per 1,000 residents. This would result in a change in officer-per-resident ratio of less than one percent, which would not be a significant change.

Assuming that the annual crime rate would remain constant at 0.064 crime per capita, the conservative service population of the Project could potentially generate approximately 41 crimes per year. The total annual number of reported crimes in the service area of the Hollywood Community Police Station could therefore increase from 8,277 crimes to approximately 8,318 crimes, an increase of approximately less than 1 percent. As provided in Project Design Features G.2-2 through G.2-5, the project applicant would implement numerous operational design features to enhance safety within and immediately surrounding the Project Site. In addition, as it already does with respect to its existing facilities in Hollywood, the LGBT Center would coordinate closely with the LAPD to maintain a safe and secure environment in and around the Project Site and thereby minimize the Project's impact on police protection services. Furthermore, the Project would generate revenues for the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied in part toward the provision of new police facilities and related staffing in the Hollywood community, as deemed appropriate, notwithstanding that the Project's impact on police protection services would not require the construction of any such new facilities.

With regard to response times, the Project would introduce new uses to the Project Site which would generate additional traffic in the vicinity of the Project Site.

Project-related traffic would have the potential to increase emergency vehicle response times to the Project Site and surrounding properties due to travel time delays caused by the additional traffic. However, as traffic impacts at all study intersections would be less than significant during both the A.M. and P.M. peak periods under Future Plus Project Conditions, the Project is not anticipated to substantially affect existing response times in the service area of the Hollywood Community Police Station. Furthermore, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic.

b. Cumulative Impacts

The Project, as well as the related projects, would generate revenues to the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new facilities and related staffing, as deemed appropriate. In addition, in accordance with the police protection-related goals, objectives, and policies set forth in the Framework Element, the LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, the LAPD's resource needs would be identified and monies allocated according to the priorities at the time. In addition, it is anticipated that the related projects would implement project design features and mitigation similar to the Project, which would reduce cumulative operational impacts to police protection services.

With regard to response times, the Project and related projects would introduce new uses to the Project Site which would generate additional traffic in the vicinity of the Project Site. Traffic from the Project and related projects would have the potential to increase emergency vehicle response times to the Project Site and surrounding properties due to travel time delays caused by the additional traffic. With the addition of project traffic to the study intersections, the Project is not anticipated to substantially affect existing response times in the service areas of the Hollywood Community Police Station, and the Project would not contribute to a cumulative impact regarding response times. Also, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic.

c. Project Design Features

The following project design features are proposed with regard to police protection:

Project Design Feature G.2-1: During construction, the project applicant shall implement appropriate temporary security measures, including security fencing, lighting, and locked entry.

Project Design Feature G.2-2: During operation, the Project shall include private onsite security, a closed circuit security camera system, and keycard entry for the residential buildings and the residential parking areas.

Project Design Feature G.2-3: The Project shall include sufficient lighting of building entries and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings.

Project Design Feature G.2-4: The Project shall include sufficient lighting of parking structures, elevators, and lobbies to reduce areas of concealment.

Project Design Feature G.2-5: The Project entrances to, and exits from, buildings, open spaces around buildings, and pedestrian walkways shall be designed, to the extent practicable, to be open and in view of surrounding sites.

d. Mitigation Measures

Although the Project would have a less than significant impact on police protection, the following mitigation measures are recommended to further reduce the less-than-significant impacts of the Project:

Mitigation Measure G.2-1: Prior to the issuance of a building permit, the project applicant shall consult with the Los Angeles Police Department's Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the Project, including applicable features in the Los Angeles Police Department's Design Out Crime Guidelines.

Mitigation Measure G.2-2: Prior to the issuance of a certificate of occupancy, the project applicant shall submit a diagram of the Project Site to the Los Angeles Police Department West Bureau Commanding Officer that includes access routes and any additional information that might facilitate police response.

e. Level of Significance After Mitigation

The mitigation measures above would implement the LAPD's recommendations for the Project and would serve to facilitate police response, thereby further reducing the Project's less-than-significant impacts to police protection services. While the Project's contribution to cumulative impacts to police protection services would not be cumulatively

considerable, implementation of the mitigation measures would further reduce cumulative impacts, which would be less than significant.

G.3 Public Services—Libraries

a. Analysis of Project Impacts

(1) Construction

Construction of the Project would result in a temporary increase of construction workers on the Project Site. Due to the employment patterns of construction workers in Southern California, and the operation of the market for construction labor, construction workers are not likely to relocate their households as a consequence of Project construction. In addition, it is unlikely that construction workers would visit Project area libraries on their way to/from work or during their lunch hours. It is also unlikely that construction workers would utilize library facilities on their way to work as the start of their work day generally occurs before the libraries open for service. Further, it is unlikely that construction workers would utilize library facilities in the vicinity of the Project Site at the end of their workday as construction workers would likely use library facilities near their place of residence. Therefore, any increase in usage of the libraries by construction workers is anticipated to be negligible. As such, construction of the Project would not exceed the capacity of local libraries to adequately serve the existing residential population based on target service populations or as defined by the LAPL, which would result in the need for new or altered facilities the construction of which would cause a significant environmental impact, or substantially increase the demand for library services for which current demand exceeds the ability of the facility to adequately serve the population. Impacts on library facilities during project construction would be less than significant, and no mitigation measures are required.

(2) Operation

According to the LAPL, the Hollywood Regional Branch Library's current service population is approximately 78,944 persons. With the addition of the Project's 429 estimated residents, the service population of the 19,000-square-foot Hollywood Regional Branch Library would be 80,887 persons, and the library would continue to meet the building size recommendations set forth in the 2007 Branch Facilities Plan (i.e., 14,500 square feet for a service population over 45,000 or up to 20,000 square feet for a regional branch library) at project buildout. Furthermore, the Will and Ariel Durant Branch Library and the John C. Fremont Branch Library are located within 2 miles of the Project Site, and would alleviate demand on the Hollywood Regional Branch Library from the future residents of the Project. In other words, there are currently multiple libraries serving the Project Site area with adequate capacity per the LAPL standards. In addition,

the LAPL has specifically indicated that the Hollywood Regional Branch Library is currently not experiencing any service deficiencies. Overall, with the addition of project residents, the Hollywood Regional Branch Library, and other supporting libraries, would continue to meet the library sizing standards recommended in the 2007 Branch Facilities Plan at project buildout.

Moreover, the *L.A. CEQA Thresholds Guide* considers whether a project includes features that would reduce the demand for library services. The Project's residential units would be equipped to receive individual Internet service, which provides information and research capabilities and reduces the demand at physical library locations. Project residents would also have access to the Village, which includes a library, classrooms, and a media lab. In addition, while the Project does not include a library, a media lab would be provided that would be available to onsite residents and others in the community, which would facilitate internet access and further reduce the demand at physical library locations. The Project would also generate revenues for the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of library facilities and materials, as deemed appropriate.

With regard to the potential for project employees to use nearby library facilities, as discussed in the Initial Study prepared for the Project, based on estimated employment data provided by the project applicant, the Project is forecast to require approximately 214 employees. The 214 employment opportunities anticipated to be required by the Project would include a range of full-time and part-time positions that would be primarily filled by persons already residing in the vicinity of the workplace, who already generate a demand for library facilities in the vicinity of the Project Site, including the Hollywood Regional Branch Library, the Will and Ariel Durant Branch Library, and the John C. Fremont Branch Library, and who otherwise would commute to work and would not generate any demand for library facilities in the project vicinity. Furthermore, employees at the Project Site would have internet access, which provides information and research capabilities and reduces the demand at physical library locations. Therefore, the employees associated with the Project would not be anticipated to generate any material indirect demand for library facilities.

Based on the above, the operation of the Project would not result in the need for new or physically altered library facilities, the construction of which would cause significant environmental impacts. Therefore, the impact on library facilities during operation of the Project would be less than significant, and no mitigation measures are required.

b. Cumulative Impacts

Of the 111 related projects, 22 projects are located within the City of West Hollywood, and are served by the County of Los Angeles Public Library. Of the remaining

related projects served by the LAPL, 51 projects are residential in nature or have residential components. When combining the Project's estimated residential population of 429 persons with the estimated residential population of the related projects, the related projects and the Project would add a total of 25,637 persons to the Hollywood Regional Branch Library's future 2019 service population of 80,458 persons, for a future service population of 106,094 persons. This estimate is overstated because it assumes that all related projects would be approved and built to full capacity and contains conservative estimates of the Project's estimated residential population. In addition, the forecasted service population for the Hollywood Regional Branch Library assumes that all of the future residents would use the regional branch even though there are two other local branches within the service radius.

The cumulative future service population of 106,094 residents would be distributed among three existing libraries. Accordingly, the existing LAPL facilities in the Project Site area would be adequate to serve the Project and the related projects per the recommendations in the 2007 Branch Facilities Plan. Moreover, the Project also includes features that would reduce potential library demand generated by the Project. Therefore, the Project and the related projects would not result in the need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts and, in any event, the contribution of the Project to cumulative impacts on libraries would not be cumulatively considerable. Therefore, the Project and the related projects would not have a cumulatively significant impact on library services.

With regard to indirect demand for library services from non-residential related projects, some of the non-residential related projects are within the 2-mile service boundaries of the Hollywood Regional Branch Library. As with the Project, based on the mixed-use nature of most related projects, it is anticipated that related projects would offer a range of full-time and part-time positions that could be filled by persons already residing in the vicinity of the workplace and who already generate a demand for library facilities in the service boundaries of the Hollywood Regional Branch Library, the Will and Ariel Durant Branch Library, and the John C. Fremont Branch Library. Other employment opportunities generated by the related projects would be filled by persons who would commute to work and would not generate any demand for library facilities within the service boundaries of the Hollywood Regional Branch Library, the Will and Ariel Durant Branch Library, or the John C. Fremont Branch Library as those would be more likely to use the library facilities near their homes during non-work hours, as opposed to patronizing the Hollywood Regional Branch Library on their way to or from work or during their lunch hours. In addition, students and staff generated by the educational related projects, such as Related Project No. 17 and Related No. 30, would be more likely to utilize library services provided by the educational facility. Therefore, the Project and the non-residential related projects would not contribute to a cumulative significant impact on library services.

c. Project Design Features

No project design features are proposed with regard to libraries.

d. Mitigation Measures

Impacts to libraries are considered less than significant based on the 2007 Branch Facilities Plan recommendations and the multiple existing libraries that serve the Project Site area. No mitigation measures are required.

e. Level of Significance After Mitigation

Project-level and cumulative impacts to library services would be less than significant.

H. Traffic, Access, and Parking

a. Analysis of Project Impacts

(1) Construction

(a) Temporary Traffic Impacts

Following completion of construction, the Project's operational traffic impacts would be less than significant at all of the study intersections based on the City of Los Angeles thresholds of significance (Intersection Nos. 2–9) and the City of West Hollywood thresholds of significance (Intersection No. 1). Accordingly, it is reasonable to conclude that, based on the significantly lower vehicular trip generation during construction as compared to project operation, the Project would not cause substantial delays and disruption of existing traffic flow, and construction traffic impacts associated with the Project would be less than significant.

(b) Access and Safety Impacts

The construction of the Project would not require the closure of any vehicle travel lanes primarily due to the availability of parking “lanes” adjacent to the Project Site on N. McCadden Place and N. Las Palmas Avenue, which would preclude the need to use other adjacent travel lanes. There may be limited instances, lasting a few hours per occurrence, during the course of construction of the Project, such as utility work within the street on N. McCadden Place and/or N. Las Palmas Avenue and construction of the proposed new curblineline of N. McCadden Place, that require the use of traffic control devices, such as traffic safety cones, to slightly modify vehicular traffic flow and/or the use

of flaggers to maintain two-way traffic flow on these streets. As such, the use of the public right-of-way along N. McCadden Place, N. Las Palmas Avenue, and Santa Monica Boulevard would require temporary rerouting of pedestrian traffic that could result in the temporary loss of access to sidewalks surrounding the Project Site boundary. While these temporary measures would not result in a significant construction traffic impact, in order to further reduce any potential impact, the project applicant would prepare and submit a work site traffic control plan to LADOT prior to the start of construction, as set forth in Project Design Feature H-1, below.

Short-term and temporary construction activities could temporarily increase response times for emergency vehicles along Santa Monica Boulevard, Highland Avenue, and other main connectors due to travel time delays caused by traffic during the Project's construction phase. However, as discussed above, most of the construction worker trips would occur outside the weekday peak traffic periods, thereby reducing the potential for traffic-related conflicts. While these temporary and short-term construction activities would have a less-than-significant impact on emergency response times, as previously discussed, the project applicant would prepare and submit a work site traffic control plan to LADOT prior to the start of construction pursuant to Project Design Feature H-1, to ensure that adequate and safe access remains available within and near the Project Site during construction activities. Appropriate construction traffic control measures (e.g., detour signage, delineators, etc.) would also be implemented, as necessary, to ensure emergency access to the Project Site and traffic flow is maintained on adjacent right-of-ways.

(c) Bus/Transit Impacts

There are no bus stops immediately adjacent to the Project Site along Santa Monica Boulevard, N. McCadden Place, or N. Las Palmas Avenue. Therefore, project construction would not require rerouting bus stops or bus lines. As such, the Project would not result in changes to bus/transit service such that a substantial inconvenience to riders would occur, and temporary impacts to bus/transit would be less than significant.

(d) On-Street Parking Impacts

On-street parking is available adjacent to the Project Site on Santa Monica Boulevard, N. McCadden Place, and N. Las Palmas Avenue. Construction of the Project would result in the temporary loss of street parking spaces on Santa Monica Boulevard, N. McCadden Place, and N. Las Palmas Avenue. However, most of these street parking spaces are associated with the existing office use on the East Site (which would be removed as part of the Project), so that the temporary unavailability of these street parking spaces is not expected to cause an adverse effect to other businesses in the vicinity of the Project.

With regard to the demand for parking from the Village on the West Site, construction of the Project would require the removal of the existing 38 parking spaces on the West Site for the Village uses. However, as set forth in Project Design Feature H-1, the project applicant would temporarily lease spaces from nearby parking lots in order to provide temporary parking for the Village until the construction of the parking structure on the East Site is complete.

Therefore, the Project would not result in the substantial loss of onsite and/or offsite parking such that the parking needs of the project area would not be met. As such, potential impacts to parking during construction of the Project would be less than significant.

(2) Operation

(a) Intersection Levels of Service

(i) Existing Plus Project Conditions

Eight of the nine study intersections are projected to operate at LOS D or better during both the morning and afternoon peak periods and the remaining intersection (Intersection No. 6 at Highland Avenue and Melrose Avenue) would continue to operate at LOS E during both the A.M. and P.M. peak periods under Existing Plus Project Conditions. With the addition of project traffic, none of the study intersections would result in a change to the volume-to-capacity ratio or delay that would exceed the significance thresholds set forth in Section IV.H, Traffic, Access, and Parking, of the Draft EIR. Therefore, traffic impacts at all study intersections would be less than significant during both the A.M. and P.M. peak periods under Existing Plus Project Conditions.

With regard to the unsignalized intersection at N. McCadden Place and Santa Monica Boulevard, the highest hourly volume on the southbound N. McCadden Place approach to the Santa Monica Boulevard intersection was 79 vehicles during the 6:00 P.M. to 7:00 P.M. hour. As such, under Existing Plus Project Conditions, the highest hourly volume on the southbound N. McCadden Place approach to the Santa Monica Boulevard intersection would be well below the minimum hourly approach volume of 150 southbound cars on N. McCadden Place required to satisfy the potential need for a traffic signal.

(ii) Future Plus Project Conditions

Six of the nine study intersections are projected to operate at LOS D or better during both the weekday morning and afternoon peak hours. The remaining three study intersections are projected to operate at LOS E or F during at least one of the peak hours. With the addition of project traffic, none of the study intersections would result in a change

to the volume-to-capacity ratio or delay that would exceed the significance thresholds set forth in Section IV.H, Traffic, Access, and Parking, of the Draft EIR. Therefore, traffic impacts at all study intersections would be less than significant during both the A.M. and P.M. peak periods under Future Plus Project Conditions.

With regard to the unsignalized intersection at N. McCadden Place and Santa Monica Boulevard, it is estimated that approximately 26 vehicles would be added to southbound N. McCadden Place during the P.M. peak hour following completion of the Project. As discussed in the Traffic Study, conservatively assuming that this would be equivalent to the project-generated volume during the 6:00 P.M. to 7:00 P.M. hour, the total approach volume on southbound N. McCadden Place to Santa Monica Boulevard following completion of the Project would be 105 vehicles during this hour. As this hourly approach would be below the minimum hourly approach volume of 150 southbound cars on N. McCadden Place required to satisfy the potential need for a traffic signal, the intersection at N. McCadden Place and Santa Monica Boulevard would also not satisfy the need for a traffic signal installation under Future Plus Project Conditions.

(iii) Future Plus Project Conditions with Implementation of TDM Plan

With implementation of a TDM Plan, the Project's traffic impacts at all study intersections would be further reduced and would be less than significant during both the A.M. and P.M. peak periods under Future Plus Project Conditions.

(b) Regional Transportation System

(i) Congestion Management Program Arterial Monitoring Station Analysis

Two arterial CMP monitoring stations are located within approximately 1.5 miles of the study area: Santa Monica Boulevard and Highland Avenue, located approximately 400 feet west of the Project Site; and Santa Monica Boulevard and Western Avenue, located approximately 1.5 miles east of the Project Site. Based on the number of trips entering and leaving the study area in the direction of the outlying CMP arterial monitoring stations, the Project is projected to add a total of 28 project trips during the A.M. peak hour and 37 project trips during the P.M. peak hour at the Santa Monica Boulevard and Highland Avenue intersection and 8 project trips during the A.M. peak hour and 11 project trips during the P.M. peak hour at the Santa Monica Boulevard and Western Avenue Intersection. Therefore, the Project would add fewer than 50 peak-hour trips at each of the arterial monitoring intersections nearest the project study area. As such, project impacts to a CMP arterial intersection would be less than significant and no further analysis is required.

(ii) Congestion Management Program Freeway Segment Analysis

The closest mainline freeway monitoring location to the Project Site is on US-101 south of Santa Monica Boulevard, approximately 1.9 miles southeast of the Project Site. Based on the project trip generation and trip distribution pattern, at the freeway monitoring location nearest to the Project Site, the Project is projected to add a total of four northbound trips and three southbound peak-hour trips during the morning peak hour and five northbound trips and five southbound trips during the afternoon peak hour. As such, the Project would not add 150 trips in either direction during either morning or afternoon peak hour. Therefore, project impacts to a CMP mainline freeway monitoring location would be less than significant and no further analysis is required.

(iii) Public Transit

The Project's vehicle trips would result in an estimated increase of 112 person trips during the morning peak hour and 153 person trips during the afternoon peak hour. The CMP guidelines estimate that approximately 10 percent of total project person trips may use public transit to travel to and from the Project Site. Accordingly, the Project would generate approximately 11 net new transit trips during the morning peak hour and 15 net new transit trips during the P.M. peak hour. Eight transit lines operate adjacent to or in close proximity of the Project Site. These eight transit lines provide services for an average (i.e., average of the directional number of buses/trains during the peak hours) of 74 buses/trains during the A.M. peak hour and 71 buses/trains during the P.M. peak hour. Therefore, given the limited increase in transit trips from the Project and the availability of transit in the vicinity of the Project Site, it is anticipated that the existing transit service in the project area would adequately accommodate the increase in project-generated transit trips. Therefore, project impacts to the existing transit system in the study area would be less than significant.

(c) Residential Street Segments

Based on the locations of the Project's proposed access points and the circulation characteristics of the surrounding residential street system, a residential street segment analysis was conducted to evaluate project-related traffic using local streets to access the Project Site, notwithstanding that, as previously discussed, no such analysis is required pursuant to LADOT's *Traffic Study Policies and Procedures* since the Project would not meet at least two of the conditions to trigger the requirement for a residential street analysis. The following two residential street segments were evaluated for potential impacts: N. McCadden Place, north of Lexington Avenue; and N. Las Palmas Avenue, north of Lexington Avenue.

Under the Existing Plus Project Condition, the Project is anticipated to add approximately 121 daily trips along the N. McCadden Place street segment. This increase

in trips along the N. McCadden Place street segment would result in a 6.2-percent increase in the ADT. Under the Existing Plus Project Condition, the Project is anticipated to add approximately 67 daily trips along the N. Las Palmas Avenue street segment. This increase in trips along the N. Las Palmas Avenue street segment would result in a 2.2-percent increase in the ADT. Therefore, the Project would not have a significant impact on the N. McCadden Place or N. Las Palmas Avenue street segments under the Existing Plus Project Condition.

Under the Future without Project Condition, the Project is anticipated to add approximately 121 daily trips along the N. McCadden Place street segment. This increase in trips along the N. McCadden Place street segment would result in a 6.0-percent increase in the ADT. Under the Future without Project Condition, the Project is anticipated to add approximately 67 daily trips along the N. Las Palmas Avenue street segment. This increase in trips along the N. Las Palmas Avenue street segment would result in a 2.1-percent increase in the ADT. Therefore, the Project would not have a significant impact on the N. McCadden Place or on the N. Las Palmas Avenue street segments under the Future Plus Project Conditions.

(d) Access and Circulation

Vehicular access to the Project Site would be provided along N. McCadden Place and along N. Las Palmas Avenue. The intersections nearest the primary Project Site access include signalized Intersection No. 7 at N. Las Palmas Avenue and Santa Monica Boulevard and the unsignalized intersection at N. McCadden Place and Santa Monica Boulevard.

Intersection No. 7 is projected to operate at LOS C or better during the morning and P.M. peak periods under Future Plus Project Conditions. In addition, the hourly approach volume at the unsignalized intersection at N. McCadden Place and Santa Monica Boulevard would be below the minimum hourly approach volume of 150 southbound cars on N. McCadden Place required to satisfy the potential need for a traffic signal. Therefore, the Project would not have a significant impact on project access since the intersections nearest the primary site access would not be projected to operate at LOS E or F during the A.M. or P.M. peak hours under Future Plus Project Conditions.

In order to enhance the safety and aesthetics of the pedestrian environment between the East Site and the West Site and facilitate the joint use of the existing Village courtyard and the proposed new plaza adjacent to N. McCadden Place on the East Site for events/activities, the Project includes narrowing portions of N. McCadden Place between Santa Monica Boulevard and Lexington Avenue. The proposed implementation of these design features is not expected to adversely affect existing vehicular traffic flow on the street. In addition, with regard to emergency vehicle access during operation, while traffic

along the surrounding roadways would increase with implementation of the Project, the traffic generated by the Project would not result in any significant impacts on the study intersections analyzed in the Traffic Study. Moreover, the proposed narrowing of portions of N. McCadden Place between Santa Monica Boulevard and Lexington Avenue would not include the installation of barriers that could impede emergency vehicle access within and in the vicinity of the Project Site. As such, existing emergency access to the Project Site and surrounding uses would be maintained during operation of the Project.

(e) Bicycle, Pedestrian, and Vehicular Safety

Access to the Project Site would be provided via driveways along N. McCadden Place and N. Las Palmas Avenue and pedestrian access to the Project Site would be provided along Santa Monica Boulevard, N. McCadden Place, and N. Las Palmas Avenue. In addition, in order to enhance the safety and aesthetics of the pedestrian environment between the East Site and the West Site and facilitate the joint use of the existing Village courtyard and the proposed new courtyard adjacent to N. McCadden Place on the East Site for events/activities, the Project includes narrowing portions of N. McCadden Place between Santa Monica Boulevard and Lexington Avenue. A raised speed table with a crosswalk would also be added on N. McCadden Place between the existing Village courtyard and the proposed plaza on the East Site. The project access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. In addition, the proposed driveways would be designed to limit potential impediments to visibility and incorporate pedestrian warning systems, if and to the extent necessary. The Project would also maintain existing sidewalks and provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site.

While no dedicated bicycle lanes currently exist in the immediate vicinity of the Project Site, bicycle lanes are proposed along both Santa Monica Boulevard and Highland Avenue in the City's *2010 Bicycle Plan*. As the Project would maintain the existing sidewalks and circulation system, the Project would not disrupt bicycle flow along Santa Monica Boulevard or Highland Avenue. In addition, to facilitate bicycle use, bicycle parking spaces and amenities would be provided within the Project Site in accordance with LAMC requirements.

(f) Parking

Based on the parking requirements set forth in Sections 12.21.A.4 and 12.22.A.25 of the LAMC, the Project would require a total of 252 parking spaces, including the replacement of the existing 38 parking spaces on the East Site that currently support the Village and would be removed as part of the Project. As described in Section II, Project Description, of the Draft EIR, the subterranean parking garage under the East Site would include

approximately 350 parking spaces. Therefore, the Project includes sufficient parking to comply with the minimum applicable parking requirements.

In addition, in accordance with Section 12.21.A.16(a) of the LAMC, the Project is required to include, and does include, 227 bicycle parking spaces.

(3) Caltrans Facilities Analysis

(a) Freeway Segment Screening

The Project's trips during the morning peak and afternoon period would result in an increase that is significantly less than 2 percent of the available freeway segment capacity for both the analyzed freeway segments. Therefore, none of the freeway segments would meet the screening criteria during either peak hour in either direction and no further analysis is required.

(b) Freeway Off-Ramp Screening

The Project's trips during the morning peak and afternoon period would result in an increase that would be less than the most restrictive freeway off-ramp screening threshold set forth in the City/Caltrans Agreement (i.e., an increase of one percent or more for off-ramps operated at LOS E or F). As such, the Project would not meet the screening criteria during either peak hour in either direction at the identified freeway off-ramps and no further analysis is required.

b. Cumulative Impacts

(1) Construction

The closest related project to the Project Site is Related Project No. 28 (the Lexington Project), which is now under construction. Given that Related Project No. 28 is currently under construction, it is anticipated that the most intense construction activities associated with Related Project No. 28, including excavation and hauling, would have already occurred by the time construction of the Project commences. Notwithstanding, as with the Project, many, and likely most, of the construction workers for the related projects, including Related Project No. 28, are anticipated to arrive and depart the individual construction sites during off-peak hours (i.e., arrive prior to 7:00 A.M. and depart between 3:00 P.M. and 4:00 P.M.), thereby minimizing construction-related trips during the A.M. and P.M. peak traffic periods. In addition, the haul truck routes for all of the related projects would be approved by LADOT and/or the Department of Building and Safety according to the location of the individual construction site and the ultimate destination. The City's established review process would take into consideration overlapping construction projects

and would balance haul routes to minimize the impacts of cumulative hauling on any particular roadway. Therefore, cumulative traffic impacts during construction are concluded to be less than significant.

With regard to cumulative impacts to access and safety, bus/transit, and on-street parking, with the exception of Related Project No. 28, the balance of the related projects are located at a sufficient distance from the Project Site that they would not share the same access points or have the potential to affect the same bus stops.

Regarding access and safety impacts during construction, Related Project No. 28 could require temporary lane and sidewalk closures during construction, including along N. Las Palmas Avenue. Similar to the Project, and as discussed in the Environmental Impact Report for Related Project No. 28, a construction management plan would be implemented during construction of Related Project No. 28 that would identify street and sidewalk closures and provide alternative routes as well as ensure that emergency access is maintained. Therefore, with the implementation of the Project's work site traffic control plan and the construction management plan for Related Project No. 28, the access and safety impacts during construction of those two projects would not be cumulatively significant.

In addition, there are no bus/transit stops between the Project Site and the site of Related Project No. 28 that could be affected by the Project and Related Project No. 28. Therefore, cumulative bus/transit impacts during construction would not occur.

With regard to on-street parking impacts, similar to the Project, construction of Related Project No. 28 would require the temporary removal of on-street parking along N. Las Palmas Avenue. However, the project applicant would temporarily lease parking spaces in nearby parking lots for the Village to offset the temporary loss of parking associated with construction of the Project. Therefore, the Project's contribution to a substantial loss of onsite or offsite parking, such that the needs of the project area would not be met, would not be cumulatively considerable. As such, cumulative impacts to on-street parking during construction would be less than significant.

(2) Operation

(a) Intersection Levels of Service

Under cumulative conditions (Future Plus Project Conditions), none of the study intersections would experience significant impacts as a result of the Project. Therefore, the Project's contribution to impacts that would occur under the future cumulative conditions

would not be considerable, and cumulative impacts at all study intersections would be less than significant.

(b) Regional Transportation System

The Project would add less than 150 trips along the freeway monitoring station closest to the Project Site. In addition, the Project would not add more than 50 vehicle trips during the A.M. and P.M. peak hours at the CMP arterial monitoring station nearest to the Project Site. Furthermore, the Project would not result in significant transit impacts. Thus, no CMP or transit impacts would occur under the Project and, as a result, the Project's contribution to cumulative impacts would not be cumulatively considerable. Thus, the Project's cumulative impacts with regard to the CMP and transit would be less than significant.

(c) Residential Street Segments

Implementation of the Project in conjunction with the related projects would increase the amount of traffic in the study area. The Project would result in less-than-significant impacts related to residential street segments. Therefore, the Project's cumulative impacts would not be cumulatively considerable and impacts to residential street segments would be less than significant.

(d) Access and Circulation

The Project would have a less-than-significant impact with respect to access and circulation. As such, the Project's access and circulation impacts would not be cumulatively considerable and the Project would not result in a significant cumulative impact.

(e) Bicycle, Pedestrian, and Vehicular Safety

Project impacts related to bicycle, pedestrian, and vehicular safety would be less than significant. In addition, as with the Project, it is anticipated that future related projects would be subject to City review to ensure that related projects are designed with adequate access/circulation, including standards for sight distance, sidewalks, crosswalks, and pedestrian movement controls. Thus, project impacts with regard to bicycle, pedestrian, and vehicular safety would not be cumulatively considerable, and cumulative impacts would be less than significant.

(f) Parking

With regard to parking, the Project would comply with the applicable minimum parking requirements in the LAMC for the proposed uses. Similarly, related projects would have been or would be subject to City review to ensure that adequate parking be provided for each of the related projects. Therefore, project impacts with regard to parking would not be cumulatively considerable, and cumulative impacts would be less than significant.

c. Project Design Features

Project Design Feature H-1: Prior to the start of construction, the project applicant shall prepare a work site traffic control plan and submit it to the Los Angeles Department of Transportation for review and approval. The work site traffic control plan shall identify the location of any temporary street parking or sidewalk closures, provide for the posting of signs advising pedestrians of temporary sidewalk closures and providing alternative routes, provide for the installation of other construction-related warning signs, and show access to abutting properties. Furthermore, the project applicant shall temporarily lease spaces from nearby parking lots to the extent feasible.

Project Design Feature H-2: The project applicant shall develop and implement a Transportation Demand Management (TDM) Plan that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. The Transportation Demand Management Plan shall be subject to review and approval by the Department of City Planning and LADOT. The Transportation Demand Management Plan may include, but is not limited to, the following:

- Carpools: Assist staff members in the formation of carpools. Based on demand, designate parking spaces within the onsite parking structure for parking by recognized staff carpools that are located within a preferred and convenient area of the structure.
- Public Transit: Provide new employees with a one-month transit pass at no cost to the employee.
- Staggered/Flexible Work Schedules: To the extent feasible, allow staff to work staggered and/or flexible work schedules. This may include a compressed work week (e.g., four 10-hour work days per week) and/or staggered work schedules that allow for arrival and departure outside of the regular peak weekday commute periods (e.g., 7:00 A.M.–10:00 A.M. and 3:00 P.M.–6:00 P.M.).

d. Mitigation Measures

(1) Construction

Construction-related traffic, access and safety, bus/transit, and on-street parking impacts would be less than significant. Therefore, no mitigation measures are necessary.

(2) Operation

Operational impacts to intersection levels of service; the regional transportation system; residential street segments; access and circulation; bicycle, pedestrian, and vehicular safety; and parking would be less than significant. Therefore, no mitigation measures are necessary.

e. Level of Significance After Mitigation

(1) Construction

Project-level construction-related traffic impacts associated with truck activity and construction worker traffic, access and safety, bus/transit, and on-street parking would be less than-significant during the construction of the Project. Cumulative impacts would also be less than significant.

(2) Operation

(a) Intersection Levels of Service

(i) Existing Plus Project with Mitigation

Intersection levels of service impacts at all study intersections would be less than significant under Existing Plus Project Conditions.

(ii) Future Plus Project with Mitigation

Intersection levels of service impacts at all study intersections would be less than significant under Future Plus Project Conditions.

(b) Regional Transportation System

Impacts to CMP arterial monitoring stations, freeway segments, and transit would be less than significant.

(c) Residential Street Segment

Residential street segment impacts would be less than significant.

(d) Access and Circulation

Access and circulation impacts would be less than significant.

(e) Bicycle, Pedestrian, and Vehicular Safety

Project-level and cumulative impacts related to bicycle, pedestrian, and vehicular safety would be less than significant.

(f) Parking

Project-level and cumulative impacts related to parking would be less than significant.

I. Water Supply and Infrastructure

a. Analysis of Project Impacts

(1) Water Supply

(a) Construction

Construction activities for the Project would result in a temporary demand for water associated with soil compaction and earthwork, dust control, mixing and placement of concrete, equipment and site cleanup, irrigation for plant and landscaping establishment, testing of water connections and flushing, and other short-term related activities. These activities would occur incrementally throughout construction of the Project (from the start of construction to project buildout). The amount of water used during construction would vary depending on soil conditions, weather, and the specific activities being performed. However, given the temporary nature of construction activities, the short-term and intermittent water use during construction of the Project would be less than the net new water consumption of 25,685 gpd estimated for the Project at buildout. In addition, water use during construction would be somewhat offset by the water currently consumed by the existing office building on the East Site, which would be removed as part of the Project. Water for construction activities would be conveyed using the existing water infrastructure at the Project Site. No improvements to that infrastructure are needed to provide water for construction. Furthermore, as concluded in LADWP's 2010 Urban Water Management Plan, projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year in each year from 2015 through 2035.

Construction of the Project would commence in 2016 and end in 2019. Therefore, the Project's temporary and intermittent demand for water during construction could be met by the City's available supplies during each year of project construction.

Based on the above, project construction activities would result in a limited, temporary demand for water and are not anticipated to have a substantial adverse impact on available water supplies. As such, the Project would not result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Construction-related impacts to infrastructure and water supply would be less than significant.

(b) Operation

It is estimated that the Project would generate an average daily water demand of approximately 29,117 gpd. In addition, when accounting for (using LADWP calculations) the existing office on the East Site to be removed, the Project would result in a net average daily water demand of approximately 25,685 gpd. As concluded in LADWP's 2010 Urban Water Management Plan, projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2035, as well as the intervening years (i.e., 2019). Therefore, LADWP would be able to meet existing and planned water demands of its future service area, inclusive of the Project. Furthermore, as outlined in the 2010 Urban Water Management Plan, LADWP is committed to providing a reliable water supply for the City. The 2010 Urban Water Management Plan takes into account the realities of climate change and the concerns of drought and dry weather and notes that the City of Los Angeles will meet all new demand for water due to projected population growth through a combination of water conservation and water recycling. The demand projections in LADWP's 2010 UWMP are based on demographic growth projections in the SCAG 2008 Regional Transportation Plan (2008 Forecast). Since preparation of the 2010 UWMP, new growth forecasts have become available in the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS) (2012 Forecast). According to SCAG, the 2012 Forecast projects less population growth than the 2008 Forecast in terms of current (2010) estimates and future (2035) projections. Therefore, LADWP's 2010 UWMP is based on a more conservative overall growth scenario.

Notwithstanding, as evaluated in the Initial Study prepared for the Project, which is included in Appendix A to the Draft EIR, the Project would be consistent with growth projections anticipated by the SCAG and the demographic projection for the City in the 2012–2035 RTP/SCS. Specifically, the estimated new residents generated by the Project

would represent approximately 0.6 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2015 and 2019.¹ Therefore, the Project's residents would be well within SCAG's population projections for the City of Los Angeles Subregion. In addition, based on estimated employment data provided by the project applicant, the Project is forecast to require approximately 214 employees. Of these employees, an estimated 190 positions are anticipated to be filled by current Los Angeles LGBT Center employees who already work in other LGBT Center facilities in Hollywood. In addition, of the 190 positions anticipated to be filled by current Los Angeles LGBT Center employees, 40 employees are already onsite in the existing office building on the East Site. Thus, the nominal increase in employees is also consistent with applicable population projections.

Based on the above, the estimated water demand for operation of the Project would not exceed the available long-term supplies projected by LADWP during wet- or dry-year conditions. As such, the Project's operation-related impacts on water supply would be less than significant

(2) Water Infrastructure

(a) Construction

The existing LADWP water infrastructure would be adequate to provide for the water flow necessary to serve the Project during operation. As construction activities would require a limited and temporary demand for water that would be less than that generated by the Project during operation, the existing water infrastructure would similarly be adequate to provide for the water flow necessary to serve construction activities. The Project would not require upgrades to the existing mainlines that serve the Project Site. The Project would require new service connections that would connect the new onsite water conveyance system to the existing water mainlines adjacent to the Project Site. Installation of the new water distribution lines would primarily involve onsite trenching to place the lines below the surface, and minor offsite work to connect to the existing public water mains. The limited offsite connection activities could temporarily affect access in adjacent right-of-ways. However, as discussed in Section IV.H, Traffic, Access, and Parking, of the Draft EIR, a work site traffic control plan would be implemented during project construction pursuant to Project Design Feature H-1 to ensure

¹ Note that subsequent to the preparation of the Initial Study the total number of affordable housing units proposed by the Project was reduced by five units from 140 units to 135 units. Therefore, the estimated total residential population of 442 residents provided in the Initial Study for the Project, which is included as Appendix A to the Draft EIR, is reduced to 429 residents.

that adequate and safe access remains available within and near the Project Site during construction activities.

Overall, construction activities associated with the Project would not require or result in the construction of new water facilities or expansion of existing facilities that could have a significant impact on the environment. As such, construction-related impacts to water infrastructure would be less than significant.

(b) Operation

Water service to the Project Site would continue to be supplied by LADWP for domestic and fire protection uses. Fire flow to the proposed buildings of the Project would be required to meet City fire flow requirements. Specifically, the Project would comply with Section 57.507.3.1 of the LAMC, which establishes fire flow standards by development type. The Project falls within the High Density Residential and Neighborhood Commercial category, which has a required fire flow of 4,000 gpm from four adjacent fire hydrants flowing simultaneously with a residual pressure of 20 psi. There are currently three fire hydrants adjacent to the Project Site. Based on the results of the pressure flow reports, the existing public infrastructure can deliver flows up to 1,400 gpm with a residual pressure of up to 89 psi, which far exceeds the 20 psi requirement for the surrounding public hydrants. Furthermore, Section 57.513.1 of the LAMC permits the use of supplemental fire protection equipment or systems, including the installation of an automatic fire extinguishing system, in lieu of the requirements of the Fire Code, in which case the project applicant shall either conform to the requirements of the Fire Code or install such supplemental equipment or systems. As provided in Project Design Feature G.1-1 in Section IV.G.1, Public Services—Fire Protection, of the Draft EIR, the Project would include the installation of automatic fire sprinklers in all proposed buildings, which would reduce or eliminate the public hydrant demands. As the existing public infrastructure can deliver flows up to 1,400 gpm with a residual pressure of up to 89 psi, LADWP would be able to supply sufficient flow and pressure to satisfy the needs of the fire suppression system for the Project. The existing public infrastructure would provide sufficient fire flow for the proposed automatic fire sprinkler system. Thus, the existing public infrastructure, together with the proposed fire suppression system of the Project, would meet the domestic water demands of the Project and applicable fire protection requirement. Therefore, no upgrades to the mainlines that serve the Project Site would be required as they would have capacity to serve the Project's water demand.

Based on the above, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Therefore, the Project's operational impacts on water infrastructure would be less than significant.

b. Cumulative Impacts

(1) Water Supply

As evaluated in Section IV.H, Water Supply, of the Draft EIR, the Project in conjunction with the related projects would yield a cumulative average water demand of approximately 3,714,974 gpd. Based on water demand projections through 2035 in LADWP's 2010 Urban Water Management Plan, LADWP determined that it will be able to reliably provide water to its customers through the year 2035, as well as the intervening years (i.e., 2019). The LADWP demand projections are valid for wet, dry, and multi-year dry conditions. Therefore, the Project, combined with the related projects, would be within the available and projected available water supplies for normal, single-dry, and multiple-dry years through the year 2035.

In addition, compliance of the Project and other future development projects with regulatory requirements that promote water conservation, such as the City's Green Building Code, as well as AB 32, would also reduce water demand on a cumulative basis.

Overall, the LADWP's 2010 Urban Water Management Plan demonstrates that the City will meet all new water demands from projected population growth using existing water supply entitlements coupled with water conservation and water recycling. The Project and the related projects are located within the boundaries of the 2010 Urban Water Management Plan service area. The projections through 2035 demonstrate that the City has sufficient water supply for the entire service area, including anticipated growth. Therefore, the analysis again reflects that LADWP has sufficient water supply to serve the Project, the related projects, and the other land uses within the service area.

Based on the related project list and projections provided in LADWP's 2010 Urban Water Management Plan and SCAG's Regional Transportation Plan, it is anticipated that LADWP would be able to meet the water demands of the Project and future growth through 2019 (the Project build out year) and beyond as projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry years in each year from 2015 through 2035. Therefore, the City would have sufficient water supplies available to adequately serve the Project and related projects. Thus, project impacts on water supply would not be cumulatively considerable, and cumulative impacts on water supply would be less than significant.

(2) Water Infrastructure

With regard to water infrastructure, the geographic context for the cumulative impact analysis on water infrastructure is the water infrastructure that would serve the Project and

surrounding related projects. Development of the Project and future new development in the vicinity of the Project Site would cumulatively increase demands on the existing water infrastructure system. However, as with the Project, other new development projects would be subject to LADWP review to assure that the existing public infrastructure would be adequate to meet the domestic and fire water demands of each project, and individual projects would be subject to LADWP and City requirements regarding infrastructure improvements needed to meet respective water demands, flow and pressure requirements, etc. Furthermore, LADWP, Los Angeles Department of Public Works, and the Los Angeles Fire Department would conduct ongoing evaluations of its infrastructure to ensure facilities are adequate when responding to service advisory requests for other projects. Therefore, project impacts on water infrastructure would not be cumulatively considerable, and cumulative impacts on the water infrastructure system would be less than significant.

c. Project Design Features

The following project design features are proposed with regard to water:

Project Design Feature I-1: The project design shall incorporate the following design features to support water conservation:

- Residential bathroom faucets with a maximum flow rate of 1.0 gallon per minute and kitchen faucets with a maximum flow rate of 1.5 gallons per minute. No showerhead in a shower stall shall have a flow rate greater than 1.75 gallons per minute.
- High-efficiency clothes washers within common laundry rooms (commercial washers with water factor of 7.5 or less).
- No-flush or waterless urinals in all non-residential restrooms as appropriate.
- Non-residential restroom faucets with a maximum flow rate of 0.5 gallon per minute and of a self-closing design (i.e., that would automatically turn off when not in use).
- Non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.
- Minimum irrigation system uniformity of 75 percent.
- Use of hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.
- Use of landscape to minimize precipitation runoff.

d. Mitigation Measures

Project-level and cumulative impacts with regard to water supply and infrastructure would be less than significant. Therefore, no mitigation measures are required.

e. Level of Significance After Mitigation

Project-level and cumulative impacts related to water supply and infrastructure would be less than significant.

J. Energy Resources

a. Analysis of Project Impacts

(1) Energy Demand

(a) Construction

(i) Electricity

During construction of the Project, electricity would be consumed to supply and convey water for dust control and, on a limited basis, may be used to power lighting, electronic equipment, and other construction activities necessitating electrical power. Electricity would be supplied to the Project Site by LADWP and would be obtained from existing electrical poles on or adjacent to the Project Site. Overall, construction activities associated with the Project would require limited electricity consumption that would not have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary. A total of approximately 3,047 kWh of electricity is anticipated to be consumed during project construction. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed, and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

Construction of the Project's electrical infrastructure would primarily occur within the Project Site although some offsite construction activities to connect the Project's electrical infrastructure with primary electrical distribution lines could occur. Furthermore, the project applicant would be required to coordinate electrical infrastructure removals or relocations with LADWP and comply with site-specific requirements set forth by LADWP, which would ensure that service disruptions and potential impacts associated with grading, construction, and development within LADWP easements are minimized. As such, construction of the

Project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

As the estimated construction electricity usage represents approximately 0.18 percent of the estimated net operational demand which, construction of the Project would not result in an increase in demand for electricity that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, based on the above, construction-related impacts to electricity supply and infrastructure would be less than significant.

(ii) Natural Gas

Natural gas would not be supplied to support Project construction activities. Therefore, there would be no demand generated by construction. However, the Project would involve installation of new natural gas connections to serve the Project Site. Since the Project Site is located in an area already served by existing natural gas infrastructure, it is anticipated that the Project would not require extensive offsite infrastructure improvements to serve the Project Site. Construction impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. In addition, prior to ground disturbance, project contractors would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service to other properties. Therefore, construction of the Project would not result in an increase in demand for natural gas to affect available supply or distribution infrastructure capabilities and would not result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Construction-related impacts to natural gas supply and infrastructure would be less than significant.

(iii) Transportation Energy

On- and off-road vehicles would consume an estimated 37,577 gallons of gasoline and approximately 68,663 gallons of diesel fuel throughout the Project's construction. The fuel usage during project construction would account for approximately 0.0002 percent of the existing annual gasoline-related energy consumption and 0.002 percent of the existing annual diesel fuel-related energy consumption in the State of California. Through compliance with the City's construction-related solid waste recycling programs, the Project would contribute to reduced energy consumption. Based on the above, project construction would not result in the wasteful, inefficient, and unnecessary consumption of transportation-related energy resources.

*(b) Operation**(i) Electricity*

Without compliance with applicable regulatory requirements and incorporation of project design features, buildout of the Project would result in a projected consumption of electricity totaling approximately 2,240,352 kWh/year. Implementation of regulatory requirements and project design features would reduce the Project's estimated electricity consumption by approximately 26 percent to 1,663,467 kWh/year. Based on LADWP's 2015 Power Integrated Resource Plan, LADWP forecasts that its total energy sales in the 2019–2020 fiscal year (the Project's buildout year) will be 23,399 gigawatt-hours (GWh) of electricity. As such, the project-related net increase in annual electricity consumption of 1,663,467 kWh/year would represent approximately 0.007 percent of LADWP's projected sales in 2019. Therefore, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's electricity demand. Thus, impacts with regard to electrical supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

(ii) Natural Gas

Without incorporation of project design features, buildout of the Project is projected to generate an annual demand for natural gas totaling approximately 1,572,179 cubic feet. The Project would result in a net new consumption of natural gas within the Project Site. Implementation of regulatory requirements and project design features would reduce the Project's estimated demand for natural gas by approximately 46 percent to 849,342 cubic feet, or 2,327 cubic feet per day (cu ft/day). Based on the 2014 California Gas Report, the California Energy Commission estimates natural gas consumption within SoCalGas' planning area will be approximately 2,676 million cubic feet per day (mm cu ft/day) in 2019. The Project would account for approximately 0.00003 percent of the 2019 forecasted consumption in SoCalGas' planning area. Furthermore, SoCalGas has confirmed that the Project's electricity demand can be served by the facilities in the project area. Therefore, it is anticipated that SoCalGas' existing and planned natural gas supplies would be sufficient to support the Project's demand for natural gas.

(iii) Transportation Energy

During operation, the Project would result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project Site. Without incorporation of project design features, buildout of the Project would consume approximately 221,765 gallons of gasoline and 38,389 gallons of diesel per year, or a total of 260,154 gallons of petroleum-based fuels per year. As described in Project Design Feature H-2, the Project would include vehicular trip reduction measures as part of a Transportation Demand Management Program. Implementation of the Transportation

Demand Management Program and use of public transportation would serve to reduce vehicle miles and result in a corresponding reduction in the consumption of petroleum-based fuels. Furthermore, the Project would be consistent with the VMT reduction policies included in the 2012–2035 RTP/SCS. The 2012–2035 RTP/SCS targets a 9-percent reduction in VMT by 2020 and a 16-percent reduction by 2035. Furthermore, although there are no per capita GHG emission reduction targets for passenger vehicles set by CARB for 2040, the Updated RTP/SCS's GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2040. The Updated 2016 RTP/SCS would result in an estimated 21-percent decrease in per capita GHG emissions by 2040. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an approximately 21-percent decrease in per capita GHG emissions by 2040 (an additional 3-percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]), the Updated 2016 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the state's GHG emission reduction goals. Thus, consistent with both the 2012–2035 RTP/SCS and the Updated RTP/SCS, the Project would reduce VMT by 27 percent, and, consequently, the Project's petroleum-based fuel usage would be reduced by 27 percent to approximately 161,975 gallons of gasoline and 28,039 gallons of diesel per year or a total of 190,014 gallons of petroleum-based fuels.

(2) Energy Conservation

Green building design and construction practices capable of achieving the standards of the Silver Rating under the U.S. Green Building Council's LEED® green building program or equivalent green building standards would be implemented as part of the Project. Accordingly, the Project would incorporate the City's Green Building Standards and comply with Title 24. With regard to the use of energy provided by alternative (i.e. renewable) resources, offsite and onsite, to meet the Project's operational demands, such use is constrained by the energy portfolio mix managed by the LADWP and limitations on the availability or feasibility of onsite energy generation. In accordance with Senate Bill 2 and the California Energy Commission Renewable Portfolio Standard Enforcement Procedures, the LADWP is required to obtain a minimum of 33 percent of their energy portfolio from renewable resources by 2020 and expand that level to at least 50 percent by 2030. The current renewable resources procured by the LADWP include biomass and biowaste, geothermal, small hydroelectric, solar, and wind. Approximately 20 percent of LADWP's 2014 electricity purchases were from renewable sources, which is similar to 20 percent statewide. More specifically, approximately 12 percent of LADWP's renewable energy resources are from wind energy, 5 percent from biomass and biowaste, one percent from geothermal, one percent from solar, and one percent from small hydroelectric. This represents the available offsite renewable sources of energy that would meet the project demand.

Overall, the Project would be designed and constructed in accordance with State and local green building standards that would serve to reduce the energy demand of the Project. Additionally, based on the above, the Project's energy demand would be within the existing and planned electricity and natural gas capacities of LADWP and SoCalGas, respectively. Therefore, development of the Project would not cause wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F of the CEQA Guidelines. In addition, project operations would not conflict with adopted energy conservation plans.

b. Cumulative Impacts

(1) Electricity

Buildout of the Project, the 111 related projects, and additional growth forecasted to occur in the City would increase electricity consumption during project construction and operation and, thus, cumulatively increase the need for energy supplies and infrastructure capacity, such as new or expanded energy facilities. Although future development would result in the irreversible use of renewable and non-renewable electricity resources during project construction and operation which could limit future availability, the use of such resources would be on a relatively small scale and would be consistent with growth expectations for LADWP's service area. Furthermore, like the Project, during construction and operation, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, and incorporate mitigation measures, as necessary. Accordingly, the Project's contribution to cumulative impacts related to electricity consumption would not be cumulatively considerable and, thus, would be less than significant.

Electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by LADWP are ongoing. As described in LADWP's 2015 Power Integrated Resource Plan, LADWP would continue to expand delivery capacity as needed to meet demand increases within its service area at the lowest cost and risk consistent with LADWP's environmental priorities and reliability standards. Development projects within the LADWP service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. Each of the related projects would be reviewed by LADWP to identify necessary power facilities and service connections to meet the needs of their respective projects. Project applicants would be required to provide for the needs of their individual projects, thereby contributing to the electrical infrastructure in the Project area. As such, the Project's contribution to cumulative impacts with respect to electricity infrastructure would not be cumulatively considerable and, thus, would be less than significant.

(2) Natural Gas

Buildout of the Project and related projects in SoCalGas' service area is expected to increase natural gas consumption during project construction and operation and, thus, cumulatively increase the need for natural gas supplies and infrastructure capacity. SoCalGas' forecasts take into account projected population growth and development based on local and regional plans. Although future development projects would result in the irreversible use of natural gas resources which could limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for SoCalGas' service area. Furthermore, like the Project, during project construction and operation other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, and incorporate mitigation measures, as necessary. Accordingly, the Project's contribution to cumulative impacts related to natural gas consumption would not be cumulatively considerable and, thus, would be less than significant.

Natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SoCalGas occur as needed. It is expected that SoCalGas would continue to expand delivery capacity if necessary to meet demand increases within its service area. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. As such, cumulative impacts with respect to natural gas infrastructure would not be cumulatively considerable and, thus, would be less than significant.

(3) Transportation Energy

Buildout of the Project, related projects, and additional forecasted growth would cumulatively increase the demand for transportation-related fuel in the State and region. While there would be an increase in the consumption of petroleum-based fuels, the Project's contribution to cumulative impacts related to transportation energy consumption would not be cumulatively considerable and, thus, would be less than significant. Additionally, as described above, petroleum currently accounts for 90 percent of California's transportation energy sources; however, over the last decade the State has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and reduce vehicle miles traveled which would reduce reliance on petroleum fuels. According to the CEC, gasoline consumption has declined by 6 percent since 2008, and the CEC predicts that the demand for gasoline will continue to decline over the next 10 years and that there will be an increase in the use of alternative fuels, such as natural gas, biofuels, and electricity. As with the Project, other future development projects

would be expected to reduce VMT by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions.

Furthermore, the Project would be consistent with the energy efficiency policies emphasized by the 2012–2035 RTP/SCS and Updated RTP/SCS. By its very nature, the RTP/SCS is a regional planning tool that addresses cumulative growth and resulting environmental effects; therefore, as the Project is consistent with the RTP/SCS, its contribution to cumulative transportation energy use is not cumulatively considerable, and is, therefore, less than significant.

c. Project Design Features

The Project would include project design features designed to improve energy efficiency as set forth in Section IV.C, Greenhouse Gas Emissions, Section IV.H, Traffic, Access, and Parking, and Section IV.I, Water Supply and Infrastructure, of the Draft EIR. Those project design features are listed here as they would also apply to the energy analysis.

Project Design Feature C-1: The new buildings and infrastructure shall be designed to be environmentally sustainable and to achieve the standards of the Silver Rating under the U.S. Green Building Council's Leadership in Energy Efficiency and Design (LEED®) green building program or equivalent green building standards.

Project Design Feature C-2: The Project would not include hearths (woodstove and fireplaces) installed in the residences.

Project Design Feature H-2: The project applicant shall develop and implement a Transportation Demand Management (TDM) Plan that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. The Transportation Demand Management Plan shall be subject to review and approval by the Department of City Planning and LADOT. The Transportation Demand Management Plan may include, but is not limited to, the following:

- Carpools: Assist staff members in the formation of carpools. Based on demand, designate parking spaces within the onsite parking structure for parking by recognized staff carpools that are located within a preferred and convenient area of the structure.
- Public Transit: Provide new employees with a one-month transit pass at no cost to the employee.
- Staggered/Flexible Work Schedules: To the extent feasible, allow staff to work staggered and/or flexible work schedules. This may include a compressed work week (e.g., four 10-hour work days

per week) and/or staggered work schedules that allow for arrival and departure outside of the regular peak weekday commute periods (e.g., 7:00 A.M.–10:00 A.M. and 3:00 P.M.–6:00 P.M.).

Project Design Feature I-1: The Project design shall incorporate the following design features to support water conservation:

- Residential bathroom faucets with a maximum flow rate of 1.0 gallon per minute. and kitchen faucets with a maximum flow rate of 1.5 gallons per minute. No showerhead in a shower stall shall have a flow rate greater than 1.75 gallons per minute.
- High-efficiency clothes washers within common laundry rooms (commercial washers with water factor of 7.5 or less).
- No-flush or waterless urinals in all non-residential restrooms as appropriate.
- Non-residential restroom faucets with a maximum flow rate of 0.5 gallon per minute and of a self-closing design (i.e., that would automatically turn off when not in use).
- Non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.
- Minimum irrigation system uniformity of 75 percent.
- Use of hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.
- Use of landscape to minimize precipitation runoff.

d. Mitigation Measures

Given the Project's less than significant impacts, no mitigation measures are required.

e. Level of Significance After Mitigation

Project-level and cumulative energy impacts would be less than significant.

II. Corrections and Additions

II. Corrections and Additions to the Draft EIR

This section of this Final EIR includes changes to the Draft EIR that have been made to clarify or correct the environmental impact analysis for the McCadden Project (the Project). The changes described in this section do not result in any new or increased significant environmental impacts that would result from the Project. This section is divided into two parts: Section II.A, Corrections and Additions to Draft EIR Sections and Appendices, and Section II.B, Effect of Corrections and Additions.

A. Corrections and Additions to Draft EIR Sections and Appendices

Additional changes have been made to the Draft EIR. Such changes to the Draft EIR are indicated in this section under the appropriate Draft EIR section or appendix heading. Deletions are shown with ~~striketrough~~ and additions are shown with underline.

I. Executive Summary

Section I, Executive Summary of this Final EIR has been revised based on the Corrections and Additions provided herein.

Volume 1, Section I, Executive Summary, Table I-1, Summary of Impacts Under the Project, page I-16, revise the fourth and fifth rows under Section F, Noise, as follows:

<i>Onsite Vibration (Building Damage)</i>	Significant and Unavoidable <u>Less than Significant with Mitigation</u>
<i>Onsite Vibration (Human Annoyance)</i>	Less Than Significant <u>Significant and Unavoidable</u>

Volume 1, Section I, Executive Summary, page I-98, revise last paragraph under Subsection J.b(3), Transportation Energy, as follows:

Furthermore, the Project would be consistent with the energy efficiency policies emphasized by the 2012–2035 RTP/SCS and Updated RTP/SCS. By its very nature, the RTP/SCS is a regional planning tool that addresses

cumulative growth and resulting environmental effects; therefore, as the Project is consistent with the RTP/SCS, its contribution to cumulative transportation energy use is not cumulatively considerable, and is, therefore, less than significant.

II. Project Description

No corrections or additions have been made to this section of the Draft EIR.

III. Environmental Setting

No corrections or additions have been made to this section of the Draft EIR.

IV. Environmental Impact Analysis

IV.A. Aesthetics, Views, Light/Glare, and Shading

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-23, revise Project Design Feature A-8 as follows:

Project Design Feature A-8: ~~The~~ Subject to the approval of the proposed narrowing of N. McCadden Place, the Project includes widening the sidewalk along N. McCadden Place to promote pedestrian safety, to incorporate more landscaping along the street edge, and to emphasize the campus design and connection to the existing Village at Ed Gould Plaza.

IV.B. Air Quality

No corrections or additions have been made to this section of the Draft EIR.

IV.C. Greenhouse Gas Emissions

Volume 1, Section IV.C, Greenhouse Gas Emissions, page IV.C-43, revise Project Design Feature C-3 as follows:

Project Design Feature C-3: The Project would encourage carpooling and the use of electric vehicles by providing that at least 20_5 percent of the total ~~code-required~~ parking spaces provided for all types of parking facilities,

but in no case less than one location, shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. Only raceways and related components are required to be installed at the time of construction. When the application of the 20_5 percent results in a fractional space, round up to the next whole number. A label stating “EV CAPABLE” shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

IV.D. Geology and Soils

No corrections or additions have been made to this section of the Draft EIR.

IV.E. Land Use

No corrections or additions have been made to this section of the Draft EIR.

IV.F. Noise

No corrections or additions have been made to this section of the Draft EIR.

IV.G.1 Public Services—Fire Protection

No corrections or additions have been made to this section of the Draft EIR.

IV.G.2 Public Services—Police Protection

No corrections or additions have been made to this section of the Draft EIR.

IV.G.3 Public Services—Libraries

No corrections or additions have been made to this section of the Draft EIR.

IV.H. Traffic, Access, and Parking

Volume 1, Section IV.H, Traffic, Access, and Parking, page IV.H-38, revise Project Design Feature H-1 as follows:

Project Design Feature H-1: Prior to the start of construction, the project applicant shall prepare a work site traffic control plan and submit it to the Los Angeles Department of Transportation for review and approval. The work site traffic control plan shall identify the location of any temporary street parking or sidewalk closures, provide for the posting of signs advising pedestrians of temporary sidewalk closures and providing alternative routes, provide for the installation of other construction-related warning signs, and show access to abutting properties. Furthermore, the project applicant shall temporarily lease spaces from nearby parking lots to the extent feasible.

IV.I. Water Supply and Infrastructure

Volume 1, Section IV.I, Water Supply and Infrastructure, page IV.I-27 through page IV.I-28, revise Project Design Feature I-1 as follows:

Project Design Feature I-1: The project design shall incorporate the following design features to support water conservation:

- Residential bathroom faucets with a maximum flow rate of 1.0 gallon per minute and kitchen faucets with a maximum flow rate of 1.5 gallons per minute. No ~~more than one showerhead per in a shower stall, with~~ shall have a flow rate ~~no~~ greater than 1.75 gallons per minute.
- High-efficiency clothes washers within common laundry rooms (commercial washers with water factor of 7.5 or less).
- No-flush or waterless urinals in all non-residential restrooms as appropriate.
- Non-residential restroom faucets with a maximum flow rate of 0.5 gallon per minute and of a self-closing design (i.e., that would automatically turn off when not in use).
- Non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per

minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.

- ~~Installation of tankless and on-demand water heaters in commercial kitchens and restrooms.~~
- ~~Use of a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwellings and/or solar thermal water heaters, as feasible.~~
- Minimum irrigation system distribution—uniformity of 75 percent.
- Use of ~~proper~~ hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.
- Use of landscape ~~contouring~~ to minimize precipitation runoff

IV.J. Energy Resources

Volume 1, Section IV.J, Energy Resources, page IV.J-16, revise Project Design Feature I-1 as follows:

Project Design Feature I-1: The project design shall incorporate the following design features to support water conservation:

- Residential bathroom faucets with a maximum flow rate of 1.0 gallon per minute and kitchen faucets with a maximum flow rate of 1.5 gallons per minute. No ~~more than one showerhead per in a shower stall, with~~ shall have a flow rate ~~no~~ greater than 1.75 gallons per minute.
- High-efficiency clothes washers within common laundry rooms (commercial washers with water factor of 7.5 or less).
- No-flush or waterless urinals in all non-residential restrooms as appropriate.
- Non-residential restroom faucets with a maximum flow rate of 0.5 gallon per minute and of a self-closing design (i.e., that would automatically turn off when not in use).

- Non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.
- ~~Installation of tankless and on-demand water heaters in commercial kitchens and restrooms.~~
- ~~Use of a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwellings and/or solar thermal water heaters, as feasible.~~
- Minimum irrigation system ~~distribution~~ uniformity of 75 percent.
- Use of ~~proper~~ hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.
- Use of landscape ~~contouring~~ to minimize precipitation runoff

V. Alternatives

No corrections or additions have been made to this section of the Draft EIR.

VI. Other CEQA Considerations

No corrections or additions have been made to this section of the Draft EIR.

VII. References

No corrections or additions have been made to this section of the Draft EIR.

VIII. List of Preparers

No corrections or additions have been made to this section of the Draft EIR.

IX. Acronyms and Abbreviations

No corrections or additions have been made to this section of the Draft EIR.

Appendices

No corrections or additions have been made to Appendices A through H of the Draft EIR.

B. Effect of Corrections and Additions

This Final EIR documents changes to the Draft EIR. As demonstrated by the following discussion, the modifications to the Draft EIR do not result in new significant impacts and do not warrant recirculation of the Draft EIR.

CEQA Guidelines Section 15088.5 requires that an EIR which has been made available for public review, but not yet certified, be recirculated whenever significant new information has been added to the EIR. The entire document need not be circulated if revisions are limited to specific portions of the document.

The relevant portions of CEQA Guidelines section 15088.5 read as follows:

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation include, for example, a disclosure showing that:
 - (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
 - (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043)
- (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

As demonstrated above, corrections to the Draft EIR are limited to typographical errors and minor revisions to Project Design Feature A-8, Project Design Feature C-3, Mitigation Measure H-1, and Project Design Feature I-1. The minor revisions to Project Design Feature A-8, Project Design Feature C-3, Mitigation Measure H-1, and Project Design Feature I-1 would not result in a new significant impact or increase the impacts of the Project. Therefore, the corrections contained in this section and the information contained in Section III, Responses to Comments, of this Final EIR, clarify, amplify, or make insignificant changes to the Draft EIR. In addition, Section III, Responses to Comments, of this Final EIR, fully considers and responds to comments claiming that the Project would have significant impacts or more severe impacts not disclosed in the Draft EIR and demonstrates that none of these comments provided substantial evidence that the Project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR. Rather, the corrections to the Draft EIR address typographical errors minor revisions and would not result in new significant impacts or an increase in any impact already identified in the Draft EIR. Thus, none of the conditions in Section 15088.5 of the CEQA Guidelines are met and recirculation of the Draft EIR is not required.

III. Responses to Comments

III. Responses to Comments

A. Introduction

CEQA Guidelines Section 15088(a) states that “The lead agency shall evaluate comments on environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response. The lead agency shall respond to comments that were received during the notice comment period and any extensions and may respond to late comments.” In accordance with these requirements, this section of the Final EIR provides responses to each of the written comments received regarding the Draft EIR.

Section III.B, Matrix of Comments Received in Response to the Draft EIR, includes a table that provides a summary of the environmental issues raised by each commenter in response to the Draft EIR. Section III.C, Response to Comments, provides responses to each of the written comments raised in the comment letters received on the Draft EIR. Copies of the original comment letters are provided in Appendix FEIR-A to this Final EIR.

III. Responses to Comments

B. Matrix of Comments Received in Response to the Draft EIR

Table III-1
Matrix of Comments Received in Response to the Draft EIR

LETTER No.	SUMMARY OF WRITTEN COMMENTS	PROJECT DESCRIPTION	ENVIRONMENTAL SETTING	AESTHETICS, VIEWS, LIGHT/GLARE, AND SHADING	AIR QUALITY	GREENHOUSE GASES	GEOLOGY AND SOILS	LAND USE	NOISE	PUBLIC SERVICES — FIRE PROTECTION	PUBLIC SERVICES— POLICE PROTECTION	PUBLIC SERVICES — LIBRARIES	TRAFFIC, ACCESS, AND PARKING	WATER SUPPLY AND INFRASTRUCTURE	ENERGY RESOURCES	ALTERNATIVES	OTHER CEQA CONSIDERATIONS	GENERAL SUPPORT	GENERAL OPPOSITION	OTHER
1	Scott Morgan Director State Clearinghouse and Planning Unit Governor's Office of Planning and Research State of California 1400 Tenth Street P.O. Box 3044 Sacramento, CA 95812-3044																			X
2	Dianna Watson, Branch Chief LD-IGR/CEQA Branch Caltrans District 7 Office of Regional Planning Department of Transportation 100 S. Main St., MS 16 Los Angeles, CA 90012-3712												X							

Table III-1 (Continued)
Matrix of Comments Received in Response to the Draft EIR

LETTER No.	SUMMARY OF WRITTEN COMMENTS	PROJECT DESCRIPTION	ENVIRONMENTAL SETTING	AESTHETICS, VIEWS, LIGHT/GLARE, AND SHADING	AIR QUALITY	GREENHOUSE GASES	GEOLOGY AND SOILS	LAND USE	NOISE	PUBLIC SERVICES — FIRE PROTECTION	PUBLIC SERVICES — POLICE PROTECTION	PUBLIC SERVICES — LIBRARIES	TRAFFIC, ACCESS, AND PARKING	WATER SUPPLY AND INFRASTRUCTURE	ENERGY RESOURCES	ALTERNATIVES	OTHER CEQA CONSIDERATIONS	GENERAL SUPPORT	GENERAL OPPOSITION	OTHER
3	Ali Poosti Division Manager Wastewater Engineering Services Division LA Sanitation																X			
4	Ali Poosti Division Manager Wastewater Engineering Services Division LA Sanitation																X			
5	Caitlin Gulley Director Tribal Historic and Cultural Preservation Fernandeño Tataviam Band of Mission Indians 1019 Second St. San Fernando, CA 91340																X			

III. Responses to Comments

C. Comment Letters

Comment Letter No. 1

Scott Morgan
Director
State Clearinghouse and Planning Unit
Governor's Office of Planning and Research
State of California
1400 Tenth Street
P.O. Box 3044
Sacramento, CA 95812-3044

Comment No. 1-1

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 25, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21 104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Enclosure: Document Details Report State Clearinghouse Data Base

Enclosure: Caltrans letter

Response to Comment No. 1-1

This comment acknowledges the receipt of the Draft EIR by the State of California Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, and compliance with State Clearinghouse review requirements for draft environmental documents, in accordance with CEQA. This comment is noted for the record and will be forwarded to the decisionmaking bodies of the City for review and consideration.

For responses to the attached comment letter from Caltrans, refer to Comment Letter No. 2, below.

Comment Letter No. 2

Dianna Watson, Branch Chief
LD-IGR/CEQA Branch
Caltrans District 7
Office of Regional Planning
Department of Transportation
100 S. Main St., MS 16
Los Angeles, CA 90012-3712

Comment No. 2-1

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environmental Impact Report (DEIR).

The proposed project is a mixed use project that would serve as the new headquarters for the LGBT center, as well as provide services and affordable housing for at-risk seniors and young adults in the LGBT community. In addition to affordable housing, the Project includes program space for senior and youth services, including media classrooms, accessory recreational space, administrative offices and retail space that would serve project residents, employees, clients and guests.

Response to Comment No. 2-1

This introductory comment, which provides an accurate summary of the Project, is noted for the record and will be forwarded to the decisionmaking bodies of the City for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 2-2

The nearest State facility to the proposed project is US-101 freeway. Caltrans does not expect project approval to result in a direct adverse impact to the State facility. Caltrans requests that all vehicle access to the project be provided via Las Palmas Avenue and McCadden Place.

If you have any questions or would like to schedule a meeting, please feel free to contact Melanie Bradford, the project coordinator at (213) 897-9446 and refer to IGR/CEQA No. 160621MB.

Response to Comment No. 2-2

This comment notes that project approval would not be expected to result in a direct adverse impact on the nearest state facility, the US 101 freeway. This conclusion is consistent with the regional transportation system and Caltrans facilities analysis included in Section IV.H, Traffic, Access, and Parking, of the Draft EIR. In addition, Caltrans requests that all vehicle access to the Project Site be provided via Las Palmas Avenue and McCadden Place. As discussed in Section II, Project Description, of the Draft EIR, vehicular access to the proposed subterranean parking garage would be provided by two driveways, one along N. McCadden Place and the other along Las Palmas Avenue.

If any clarification is required, the City will contact the staff person at the telephone number specified in this comment.

This comment is noted for the record and will be forwarded to the decisionmaking bodies of the City for review and consideration.

Comment Letter No. 3

Ali Poosti
Division Manager
Wastewater Engineering Services Division
LA Sanitation

Comment No. 3-1

This is in response to your June 9, 2016 letter requesting a review of your proposed mixed-use project located at 1119–1139 N. McCadden Place, 1118–1136 N. McCadden Place and 6719–6733 Santa Monica Boulevard, Los Angeles, [sic] 90028. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Response to Comment No. 3-1

This comment, which notes the Bureau of Sanitation's review of the Project and explains the role of the Bureau of Sanitation, Wastewater Engineering Services Division, is noted for the record and will be forwarded to the decisionmaking bodies of the City for review and consideration.

Comment No. 3-2**Projected Wastewater Discharges for the Proposed Project:**

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<i>Proposed</i>			
Residential: Studio	75 GPD / DU	35 DU	2,625
Residential: 1-BDRM	110 GPD / DU	95 DU	10,450
Residential: 2-BDRM	110 GPD / DU	5 DU	750
Senior Center	200 GPD/1000 SQ.FT	7,085 SQ.FT	1,417
Youth Center	200 GPD/1000 SQ.FT	7,085 SQ.FT	3,093
Administration Office	120 GPD/1000 SQ.FT	7,085 SQ.FT	2,045
Recreational Space	200 GPD/1000 SQ.FT	7,085 SQ.FT	1,043
Kitchen	300 GPD/1000 SQ.FT	7,085 SQ.FT	1,275
Transitional Living	70 GPD / BED	60 BEDS	4,200
Emergency Rooms	70 GPD / BED	40 BEDS	2,800
Total			29,698

Response to Comment No. 3-2

This comment provides potential projected wastewater discharge volumes for the Project based on the City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table. These potential discharge volumes are noted for the record. However, it is noted that the assumptions used to calculate the projected wastewater discharges for the Project are incorrect. Specifically, the areas of the senior center, youth center, administration office, recreational space, and kitchen do not reflect the Project as described in Section II, Project Description, of the Draft EIR. In addition, these areas were considered as stand-alone uses when such areas would actually be ancillary and would serve the proposed residential uses. The proposed uses described in this comment also do not account for the retail use proposed by the Project.

Specifically, page II-2 of Section II, Project Description, of the Draft EIR, states that the Project includes a 7,085-square-foot senior center, a 15,465-square-foot youth center, approximately 17,040 square feet of administrative offices, approximately 5,215 square feet of accessory recreational space, a 4,520-square-foot kitchen/service area, and 1,885 square feet of retail. In contrast to the comment, the wastewater generation analysis for the Project included in Attachment B, Explanation of Checklist Determinations, to the Initial Study (included as Appendix A to the Draft EIR) accurately reflects the proposed uses and the estimated wastewater generation for the Project. The approach included in Attachment B, Explanation of Checklist Determinations, to the Initial Study is also consistent with the methodology used to determine the wastewater flow provided in the Sewer Capacity

Availability Request included in Appendix IS-6 to the Initial Study (refer to Appendix A to the Draft EIR).

In any event, the calculation of projected wastewater discharge in this comment (29,698 gallons per day) is not materially different from the projected wastewater discharge in the Initial Study (27,237 gallons per day). Moreover, as the responses below confirm, even if the projected wastewater discharge for the Project was the slightly higher number in this comment, the Project's wastewater impact would still be less than significant, and would also be clearly insignificant and unlikely to occur, as determined in the Initial Study.

The City discussed the above discrepancies with the Wastewater Engineering Services Division and a revised letter was provided on July 20, 2016. Refer to the comments and responses below for Comment Letter No. 4.

Comment No. 3-3

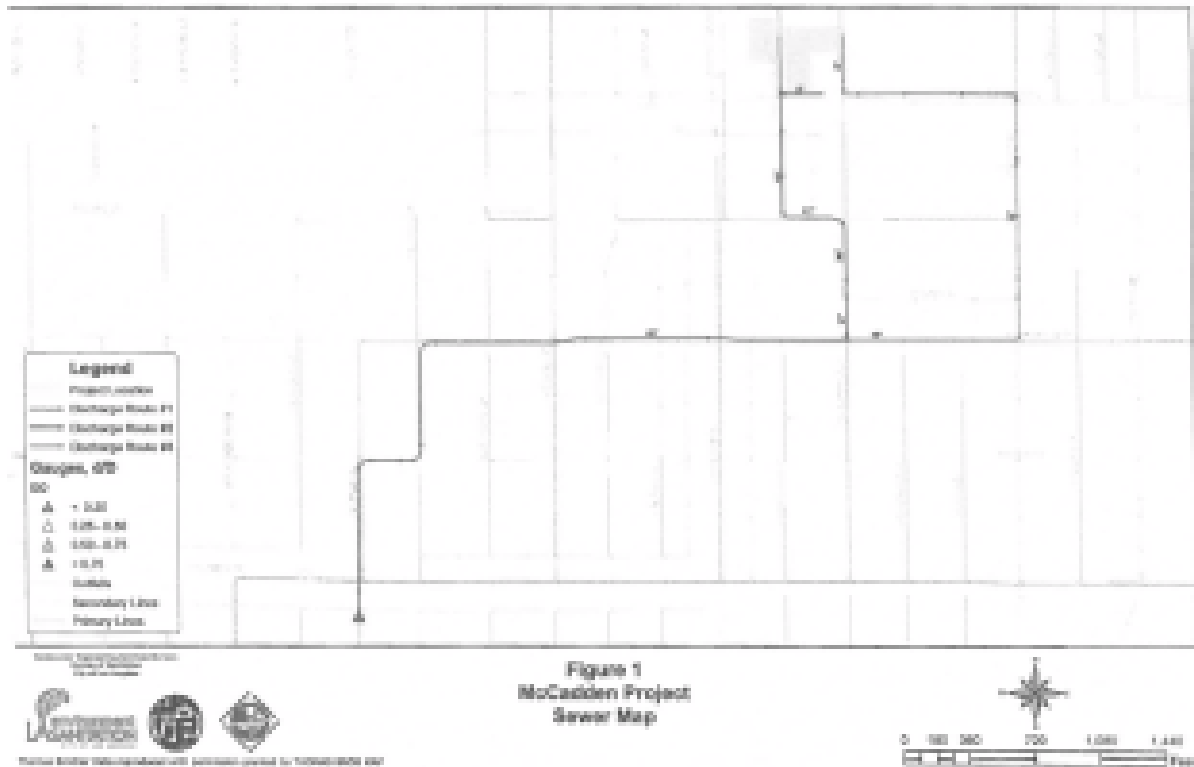
SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 18-inch line on McCadden Place (Route #1), an existing 8-inch line on Santa Monica Boulevard (Route #2), and an existing 8-inch line on Las Palmas Avenue (Route #3). The sewage from the existing 18-inch line and 8-inch lines join on Willoughby Avenue before discharging into a 45-inch sewer line on Detroit Street. Figure 1 shows the details of the sewer system within the vicinity of the project. The current flow level (d/D) in the 18-inch line and 8-inch lines cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
18	McCadden Pl	*	3.45 MGD
8	Santa Monica Blvd	*	229,523 GPD
8	Las Palmas Av	*	390,522 GPD
45	Detroit St	22	671,000 MGD

* No gauging available



Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project, however, our guidelines do not permit a direct connection into a primary (16-inch or larger) line due to odor, and other operations maintenance problems.

Response to Comment No. 3-3

This comment provides a description of the existing sewer infrastructure in the vicinity of the Project Site, current approximate flow levels and the design capacities within portions of the sewer infrastructure in the vicinity of the Project Site.

As discussed in the Sewer Availability memorandum provided in Appendix IS-6 to the Initial Study (included as Appendix A to the Draft EIR), a Sewer Capacity Availability Request was submitted to the Bureau of Sanitation, which analyzed the Project demands in conjunction with existing conditions and forecasted growth. The Bureau of Sanitation approved the Project to discharge to the 18-inch sewer main in N. McCadden Place. No upgrades to existing sewer mains were found to be required.

Comment No. 3-4

In summary, it appears the sewer system might be able to accommodate your project proposed flows as follows:

- Developer will have to build a private trap on their property before connecting to the 18-inch line on McCadden Place (Route #1).

Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

If you have any questions, please call Eduardo Perez of my staff at (323) 342-6207.

Response to Comment No. 3-4

The statement in the comment that “the sewer system might be able to accommodate your project proposed flows” is consistent with the conclusions provided on page B-47 in Attachment B, Explanation of Checklist Determinations, to the Initial Study (included as Appendix A to the Draft EIR), which was based on the Sewer Availability memorandum prepared by KPFF Consulting Engineers (included as Appendix IS-6 to the Initial Study). The Project would include “a private trap on their property before connecting to the 18-inch line on McCadden Place.” The Project would also comply with all required permitting procedures, including the final approval of the sewer capacity and connection permit, outlined in the comment. In addition, the statement in the comment that the Hyperion Treatment Plant “has sufficient capacity for the project” is consistent with the conclusions provided on page B-46 in Attachment B, Explanation of Checklist Determinations, to the Initial Study.

Comment No. 3-5**STORMWATER REQUIREMENTS**

LA Sanitation, Watershed Protection Division (WPD) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

Response to Comment No. 3-5

This comment, which explains the role of the Bureau of Sanitation, Watershed Protection Division, is noted for the record and will be forwarded to the decisionmaking bodies of the City for review and consideration. Specific requirements for the Project are addressed in the comments and responses below.

Comment No. 3-6**POST-CONSTRUCTION MITIGATION REQUIREMENTS**

The project requires implementation of stormwater mitigation measures. These requirements are based on Stormwater Low Impact Development (LID) requirements. The projects that are subject to LID are required to incorporate measures to mitigate the impact of stormwater runoff. The requirements are outlined in the guidance manual titled "*Development Best Management Practices Handbook—Part B: Planning Activities*". Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lainstormwater.org. It is advised that input regarding LID requirements be received in the early phases of the project from WPD's plan-checking staff.

Response to Comment No. 3-6

This comment describes post-construction requirements that may be applicable to the Project, including the Low Impact Development Ordinance. As discussed on pages B-24 through B-31 in Attachment B, Explanation of Checklist Determinations, to the Initial Study (included as Appendix A to the Draft EIR), the Project would result in a less than significant impact with respect to hydrology and water quality and, thus, no mitigation measures would be required.

The Project would comply with all applicable stormwater regulatory requirements during operation of the Project. Specifically, as discussed on page B-26 in Attachment B, Explanation of Checklist Determinations, to the Initial Study, the Project would comply with the City's Low Impact Development Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. To this end, Best Management Practices (BMPs), including a drywell, infiltration trench, or infiltration pipe, would be implemented to collect, detain, treat, and discharge runoff onsite before discharging into the municipal storm drain system. As the Project Site currently does not have BMPs for the treatment of stormwater runoff from the existing impervious surfaces, the implementation of the Project's BMPs would result in an improvement in surface water quality runoff from the Project Site. The final selection of BMPs would be completed through coordination with the City of Los Angeles as part of the project plan

approvals. With compliance with these existing regulatory requirements, impacts to water quality during operation would be less than significant.

Comment No. 3-7**GREEN STREETS**

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-away [sic] to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements.

Response to Comment No. 3-7

This comment describes the Green Street Initiative currently being developed by the City. The Project includes design features that are consistent with the intent of the Green Street Initiative to capture, treat, and release stormwater in an effort to reduce pollutants in and improve the quality of regional runoff. As stated in Section IX, Hydrology and Water Quality, of the Initial Study included in Appendix A to the Draft EIR, the Project would be required to comply with the City's Low Impact Development Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. This comment is noted for the record and will be forwarded to the decisionmaking bodies of the City for review and consideration.

Comment No. 3-8**CONSTRUCTION REQUIREMENTS**

The project is required to implement stormwater control measures during its construction phase. All projects are subject to a set of minimum control measures to lessen the impact of stormwater pollution. In addition for projects that involve construction during the rainy season that is between October 1 and April 15, a Wet Weather Erosion Control Plan is required to be prepared. Also projects that disturb more than one-acre of land are subject to the California General Construction Stormwater Permit. As part of this requirement a Notice of Intent (NOI) needs to be filed with the State of California and a Storm Water

Pollution Prevention Plan (SWPPP) needs to be prepared. The SWPPP must be maintained on-site during the duration of construction.

If there are questions regarding the stormwater requirements, please call Kosta Kaporis at (213) 485-0586, or WPD's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 3rd Fl, Station 18.

Response to Comment No. 3-8

This comment describes construction stormwater requirements, including the preparation of a Wet Weather Erosion Control Plan and the California General Construction Stormwater Permit. The Project would comply with all applicable stormwater regulatory requirements during construction of the Project. Specifically, as discussed on page B-25 in Attachment B, Explanation of Checklist Determinations, to the Initial Study (included as Appendix A to the Draft EIR), the Project would be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit (Order No. 99-08-DWQ). In accordance with the requirements of the permit, a Stormwater Pollution Prevention Plan (SWPPP) would be developed and implemented during project construction. The SWPPP would set forth BMPs, including erosion control, sediment control, non-stormwater management, and materials management measures, to minimize the discharge of pollutants in stormwater runoff. This comment is noted for the record and will be forwarded to the decisionmaking bodies of the City for review and consideration.

Comment No. 3-9

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Daniel Hackney of the Special Project Division at (213)485-3684.

Response to Comment No. 3-9

The Project's solid waste impacts are addressed in Attachment B, Explanation of Checklist Determinations, to the Initial Study (included as Appendix A to the Draft EIR). As specifically discussed on pages B-48 through B-53 of the Initial Study, the Project would be consistent with applicable regulations associated with solid waste. Specifically, the Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that developments include a

recycling area or room of specified size on the Project Site. The Project would also comply with AB 939, AB 341, and City waste diversion goals by providing clearly marked, source sorted receptacles to facilitate recycling.

Comment Letter No. 4

Ali Poosti
Division Manager
Wastewater Engineering Services Division
LA Sanitation

Comment No. 4-1

This is in response to your June 9, 2016 letter requesting a review of your proposed mixed-use project located at 1119–1139 N. McCadden Place, 1118–1136 N. McCadden Place and 6719–6733 Santa Monica Boulevard, Los Angeles, 90028. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Response to Comment No. 4-1

This comment, which notes the Bureau of Sanitation's review of the Project and explains the role of the Bureau of Sanitation, Wastewater Engineering Services Division, is noted for the record and will be forwarded to the decisionmaking bodies of the City for review and consideration. As a note, this comment letter is a revision to a previously submitted comment letter by the Bureau of Sanitation, Wastewater Engineering Services Division on June 23, 2016, provided above in Comment Letter No. 3.

Comment No. 4-2**Projected Wastewater Discharges for the Proposed Project:**

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<i>Proposed</i>			
Residential: Studio	75 GPD / DU	35 DU	2,625
Residential: 1-BDRM	110 GPD / DU	95 DU	10,450
Residential: 2-BDRM	150 GPD / DU	5 DU	750
Senior Center	200 GPD/1000 SQ.FT	7,085 SQ.FT	1,417
Youth Center	200 GPD/1000 SQ.FT	15,465 SQ.FT	3,093
Administration Office	120 GPD/1000 SQ.FT	17,040 SQ.FT	2,045
Recreational Space	200 GPD/1000 SQ.FT	5,215 SQ.FT	1,043
Kitchen	300 GPD/1000 SQ.FT	4,520 SQ.FT	1,356
Transitional Living	70 GPD / BED	60 BEDS	4,200
Emergency Rooms	70 GPD / BED	40 BEDS	2,800
Retail	25 GPD/1000 SQ.FT	1,885 SQ.FT	47
Total			29,826

Response to Comment No. 4-2

This comment provides potential projected wastewater discharge volumes for the Project based on the City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table. These potential discharge volumes are noted for the record. While the Project, as described in Section II, Project Description, of the Draft EIR is now presented correctly in this comment letter, the senior center, youth center, administration office, recreational space, and kitchen were considered as stand-alone uses when such areas would actually be ancillary and would serve the proposed residential uses. In contrast to the comment, the wastewater generation analysis for the Project included in Attachment B, Explanation of Checklist Determinations, to the Initial Study (included as Appendix A to the Draft EIR) accurately reflects the proposed uses and the estimated wastewater generation for the Project also based on the City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table. The approach included in Attachment B, Explanation of Checklist Determinations, to the Initial Study is also consistent with the methodology used to determine the wastewater flow provided in the Sewer Capacity Availability Request included in Appendix IS-6 to the Initial Study (refer to Appendix A to the Draft EIR). In any event, the calculation of projected wastewater discharge in this comment (29,826 gallons per day) is not materially different from the projected wastewater discharge in the Initial Study (27,237 gallons per day). Moreover, as the responses below confirm, even if the projected wastewater discharge for the Project was the slightly higher number in this comment, the Project's wastewater impact

would still be less than significant, and would also be clearly insignificant and unlikely to occur, as determined in the Initial Study.

Comment No. 4-3

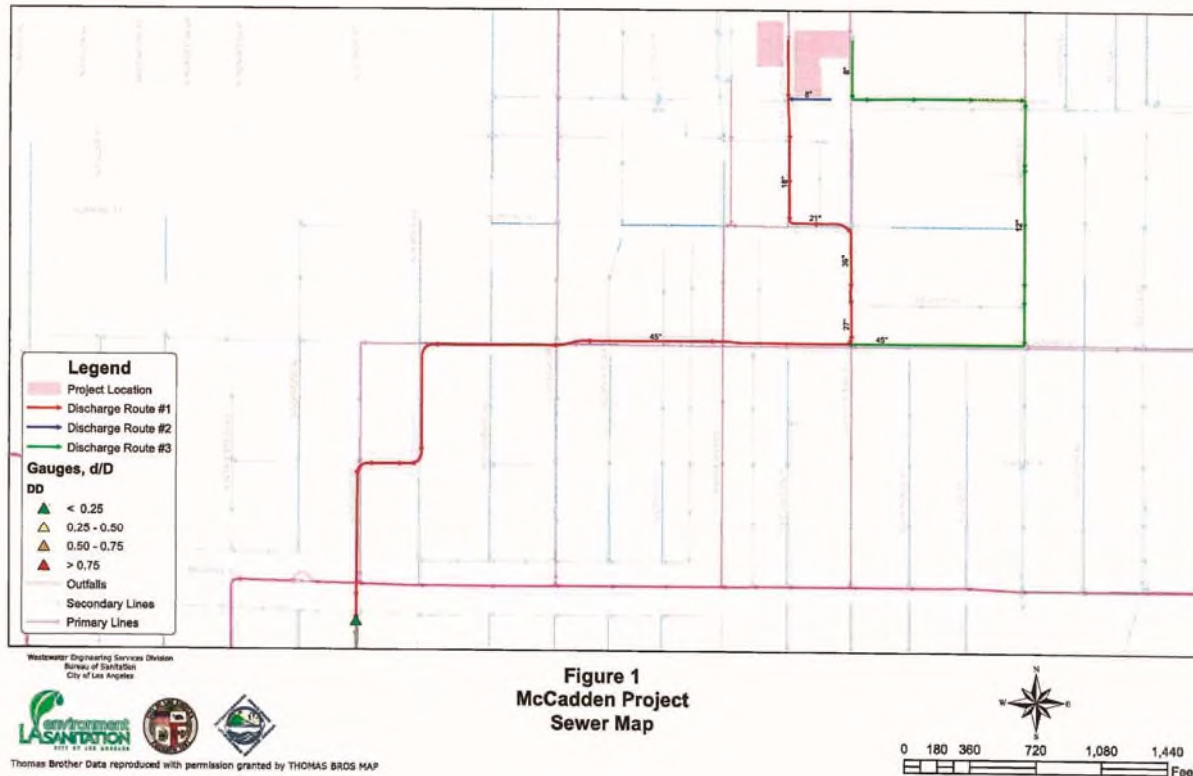
SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 18-inch line on McCadden Place (Route #1), an existing 8-inch line on Santa Monica Boulevard (Route #2), and an existing 8-inch line on Las Palmas Avenue (Route #3). The sewage from the existing 18-inch line and 8-inch lines join on Willoughby Avenue before discharging into a 45-inch sewer line on Detroit Street. Figure 1 shows the details of the sewer system within the vicinity of the project. The current flow level (d/D) in the 18-inch line and 8-inch lines cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
18	McCadden Pl	*	3.45 MGD
8	Santa Monica Blvd	*	229,313 GPD
8	Las Palmas Av	*	390,522 GPD
45	Detroit St	22	31.00 MGD

* No gauging available



Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

If you have any questions, please call Eduardo Perez of my staff at (323) 342-6207.

Response to Comment No. 4-3

This comment provides a description of the existing sewer infrastructure in the vicinity of the Project Site, current approximate flow levels and the design capacities within portions of the sewer infrastructure in the vicinity of the Project Site.

As discussed in Response to Comment No. 3-3 above, a Sewer Capacity Availability Request was submitted to the Bureau of Sanitation, which analyzed the Project demands in conjunction with existing conditions and forecasted growth. The Bureau of Sanitation

approved the Project to discharge to the 18-inch sewer main in N. McCaden Place. No upgrades to existing sewer mains were found to be required.

Comment No. 4-4

STORMWATER REQUIREMENTS

LA Sanitation, Watershed Protection Division (WPD) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

Response to Comment No. 4-4

This comment, which explains the role of the Bureau of Sanitation, Watershed Protection Division, is noted for the record and will be forwarded to the decisionmaking bodies of the City for review and consideration. Specific requirements for the Project are addressed in the comments and responses below.

Comment No. 4-5

POST-CONSTRUCTION MITIGATION REQUIREMENTS

The project requires implementation of stormwater mitigation measures. These requirements are based on Stormwater Low Impact Development (LID) requirements. The projects that are subject to LID are required to incorporate measures to mitigate the impact of stormwater runoff. The requirements are outlined in the guidance manual titled "*Development Best Management Practices Handbook—Part B: Planning Activities*". Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lastormwater.org. It is advised that input regarding LID requirements be received in the early phases of the project from WPD's plan-checking staff.

Response to Comment No. 4-5

Refer to Response to Comment No. 3-6, above, for a response to this comment.

Comment No. 4-6

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the

public right-of-away [sic] to capture and retain stormwater and urban runoff to mitigate the impact of storm water runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements.

Response to Comment No. 4-6

Refer to Response to Comment No. 3-7, above, for a response to this comment.

Comment No. 4-7**CONSTRUCTION REQUIREMENTS**

The project is required to implement stormwater control measures during its construction phase. All projects are subject to a set of minimum control measures to lessen the impact of stormwater pollution. In addition for projects that involve construction during the rainy season that is between October 1 and April 15, a Wet Weather Erosion Control Plan is required to be prepared. Also projects that disturb more than one-acre of land are subject to the California General Construction Stormwater Permit. As part of this requirement a Notice of Intent (NOI) needs to be filed with the State of California and a Storm Water Pollution Prevention Plan (SWPPP) needs to be prepared. The SWPPP must be maintained on-site during the duration of construction.

If there are questions regarding the stormwater requirements, please call Kosta Kaporis at (213) 485-0586, or WPD's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 3rd Fl, Station 18.

Response to Comment No. 4-7

Refer to Response to Comment No. 3-8, above, for a response to this comment.

Comment No. 4-8**SOLID RESOURCE REQUIREMENTS**

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all

other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Daniel Hackney of the Special Project Division at (213) 485-3684.

Response to Comment No. 4-8

Refer to Response to Comment No. 3-9, above, for a response to this comment.

Comment Letter No. 5

Caitlin Gulley
Director
Tribal Historic and Cultural Preservation
Fernandeño Tataviam Band of Mission Indians
1019 Second St.
San Fernando, CA 91340

Comment No. 5-1

I just receive your notice of a completed DEIR for this project. We find the mitigation unsatisfactory and, as we still have not received a completed Consultation Form from the applicant, I have attached a letter formally requesting mitigation measures.

Response to Comment No. 5-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Regarding the consultation form discussed in this comment, in accordance with Section 21080.3.1 of the Public Resources Code, consultation with California Native American Tribes is conducted by the Lead Agency that is responsible for preparation of the negative declaration, mitigated negative declaration, or environmental impact report for the project. Here, the Lead Agency for the Project is the City of Los Angeles Department of City Planning. As such, in accordance with the requirements of AB 52, the project applicant will rely on the consultation process between the Lead Agency for the Project and the Fernandeño Tataviam Band of Mission Indians. The project applicant will not be providing a separate consultation form or fee, which are not required by AB 52.

Comment No. 5-2

This letter constitutes the conditional conclusion of the Fernandeño Tataviam Band of Mission Indians (Tataviam) consultation on the above referenced project (Project). Due to the facts that the project property was developed prior to the protections of CEQA and is within the sensitivity zone of one Tataviam village site and one spring, Tataviam recommends that the Project Environmental Impact Report (EIR) adopt the language below. Provided that the following mitigation measures are established in the Project EIR, consultation is hereby concluded:

- All ground disturbing activities performed on the Project property shall be monitored by professional Native American monitors, including but not limited to grading, cutting, boring, coring, and sluffing. [sic]
- The applicant shall retain one professional Native American monitor per excavation team to monitor all ground disturbing activities performed on the Project property.
- In the event that any historic or prehistoric findings are encountered on the Project property, the Fernandeño Tataviam Band of Mission Indians (Tataviam) shall be notified immediately by Project managers.
- Project managers shall deliver written reports to Tataviam of any historic or prehistoric findings.
- The Tribal Historic and Cultural Preservation Direct shall be the point of contact: Caitlin Gulley (661) 433-0599.

Response to Comment No. 5-2

This comment recommends that the Project incorporate mitigation measures based on the Project Site's location within the sensitivity zone of one Tataviam village site and one spring. As discussed in Section IV, Other CEQA Consideration, of the Draft EIR, based on the SCCIC's review of the California Register of Historical Resources, the National Register of Historic Places, and the City of Los Angeles Historic-Cultural Monuments, the SCCIC did not identify any previously recorded prehistoric and historic resources, including tribal cultural resources, in and around the Project Site or any known archaeological resources, including tribal cultural resources, on the Project Site or within a 0.5-mile radius of the Project Site on these databases. As there is no evidence for the potential of finding any previously recorded prehistoric and historic resources, including tribal cultural resources, in and around the Project Site, no mitigation measures are required.

This comment is noted for the administrative record and will be forwarded to the decisionmaking bodies of the City for review and consideration.

Comment No. 5-3

[July 27, 2016, City of Los Angeles]

We are reviewing your June 9th letter regarding the McCadden Project, EIR20151192EIR. We are requesting a few clarifications. In the letter you stated that the project is within the sensitive zone of one Tataviam village site and one spring, can you please clarify the following:

1. Identify the locations and names of the Tataviam village site and spring
2. Identify the radius of the sensitive zone in regards to the two sites.
3. I also wanted to get confirmation as to whether the two articles submitted to the Department previously (“Ethnographic Overview of the Angeles National Forest” and “Tataviam Geography and Ethnohistory”) apply to this project.]

[July 28, 2016, Fernandeno Tataviam Band of Mission Indians]

1. Check out our traditional territory map for the villages, the spring should be registered, the applicant can have their crm firm look into that

2. 3 miles

3. Yes

Attachment 1: Fernandeno Tataviam Band of Mission Indians Historical Tribal Territory map

Attachment 2: Ethnographic Overview of the Angeles National Forest: Tataviam and San Gabriel Mountain Serrano Ethnohistory (U.S. Department of Agriculture, February 6, 2004) [181 pages]

Attachment 3: Tataviam Geography and Ethnohistory (John R. Johnson and David D. Earle, *Journal of California and Great Basin Anthropology*, 12(2), 1990) [25 pages]

Response to Comment No. 5-3

This comment includes correspondence between the City and the Director of the Tribal Historic and Cultural Preservation Department for the Fernandeno Tataviam Band of Mission Indians (Tataviam) regarding her comment letter on the Draft EIR dated June 9, 2016. As set forth above in Comment No. 5-2, in the June 9, 2016 letter, Tataviam indicated that the Project Site is within the sensitivity zone of one Tataviam village site and one spring and recommended mitigation measures to address the potential uncovering of tribal resources during project construction. As provided in this comment, the City requested the tribe identify the locations and names of the Tataviam village site and the spring mentioned by Tataviam, as well as the radius of the sensitive zone of the Tataviam village site and the spring. The City also requested the tribe confirm two articles (*Ethnographic Overview of the Angeles National Forest: Tataviam and San Gabriel Mountain Serrano Ethnohistory* and *Tataviam Geography and Ethnohistory*) previously

submitted by Tataviam are applicable to the Project. In response to the City's requests, Tataviam referred the City to the tribe's traditional territory map, which indicated that the radius of the sensitive zone in which the Project Site and a Tataviam village site and spring are located is three miles, and confirmed the two previously submitted articles apply to the Project. The *Ethnographic Overview of the Angeles National Forest: Tataviam and San Gabriel Mountain Serrano Ethnohistory* prepared by Northwest Economic Associates in February 2004 (*Ethnographic Overview*), the *Tataviam Geography and Ethnohistory* published in the *Journal of California and Great Basin Anthropology* in 1990, and the Tataviam traditional territory map are included in Appendix FEIR-A of this Final EIR.

With regard to the first and second items, as shown in the regional inset map provided as part of Figure II-1, Project Location Map, in Section II, Project Description, of the Draft EIR, the Project Site is located approximately one mile west of the US-101 Freeway and 8.5 miles south of the State Route 134. Based on the historical tribal territory map provided by Tataviam and the location of the Project Site, the Project Site would be well outside the 3-mile radius of the sensitive zone for the Cahuenga tribal area and the Yanga tribal area, which are the tribal areas located closest to the Project Site. Specifically, based on the scale of the historical tribal territory map provided by Tataviam, the Project Site appears to be located approximately 5.0 miles from the Cahuenga tribal area and approximately 7.5 miles from the Yanga tribal area.

It is also noted that Tataviam has provided no explanation or information as to how the radius of the "sensitive zone" of the Tataviam village site and spring was determined or why it is appropriate. Moreover, it appears that this sensitive zone was not based on any specific information or assumptions given that it surrounds the entire historical settlement area and has a uniform radius. Tataviam has provided no evidence as to why it is reasonable to assume that additional historical Tataviam settlements might exist within the sensitive zone of the Tataviam village site and spring in the absence of any documentation, and neither of the publications discussed below reference any settlements in the sensitive zone of the aforementioned Tataviam village site and spring.

With regard to the third item, as described on page 1 of the *Ethnographic Overview*, "the purpose of this ethnographic overview is to describe the cultures of the people who inhabited and used the Angeles National Forest (ANF) in the past..." The *Ethnographic Overview* specifically focuses primarily on settlements within and immediately surrounding the San Gabriel Mountains in the Angeles National Forest. Its discussion of prior Tataviam settlements reflects that no such settlements were established in the Los Angeles Basin, including the Hollywood area. In particular, page 20 of the *Ethnographic Overview* states that the "Tataviam and Serrano settlements are in and adjacent to the Angeles National Forest."

Similarly, the *Tataviam Geography and Ethnohistory* identifies the Santa Clarita Basin area as the core territory of the Tataviam. The *Tataviam Geography and Ethnohistory* also notes that the core territory of the Tataviam partially overlaps the western part of the Angeles National Forest and includes the northwest portion of Los Angeles County as well as part of Ventura County (see Figure 1 in the *Tataviam Geography and Ethnohistory* included in Appendix FEIR-A of this Final EIR). However, the Project Site is located between approximately 16 and 18 miles southwest of the Angeles National Forest and approximately 26 miles southeast of the Santa Clarita portion that overlaps with the western portion of the Angeles National Forest, and it is not located in the northwest portion of Los Angeles County. Therefore, this publication further evidences that the Project Site is located well outside historical Tataviam settlements.

It is also noted that the 2004 *Ethnographic Overview* and the 1990 *Tataviam Geography and Ethnohistory* both reflect that the Cahuenga and Yanga tribal areas shown on the historical tribal territory map provided by Tataviam are not historical Tataviam settlements, but rather those of another tribe or tribes.

In summary, the Project Site is not located within the sensitive zone for any historical tribal villages or settlements and there is no evidence that the remains of any such villages or settlements exist within the sensitive zone offered by Tataviam. In addition, as discussed in the Initial Study for the Project, which is included as Appendix A to the Draft EIR, the cultural/archaeological resources records search conducted by the South Central Coastal Information Center (SCCIC) included a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. The SCCIC also reviewed the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), the California State Historic Properties Directory (HPD), and the City of Los Angeles Historic-Cultural Monuments (LAHCM).

As set forth in Public Resources Code Section 21074, tribal cultural resources include, but are not limited to, cultural resources included or determined to be eligible for inclusion in the California Register of Historical Resources or those included in a local register of historical resources. Based on the SCCIC's review of the California Register of Historical Resources, the National Register of Historic Places, and the City of Los Angeles Historic-Cultural Monuments, the SCCIC did not identify any previously recorded prehistoric and historic resources, including tribal cultural resources, in and around the Project Site or any known archaeological resources, including tribal cultural resources, on the Project Site or within a 0.5-mile radius of the Project Site on these databases.

Notwithstanding, as discussed in the Initial Study, in the event any archaeological materials are unexpectedly encountered during construction, work in the area would cease

and deposits would be required to comply with the regulatory standards set forth in Section 21083.2 of the California Public Resources Code and Section 15064.5(c) of the CEQA Guidelines, including a determination of whether any such potential unique archaeological resource would be preserved in place or left in an undisturbed state. Compliance with the regulatory standards in Section 21083.2 and Section 15064.5(c) would ensure the appropriate treatment of any potential, though unexpected, unique archaeological resources unexpectedly encountered during grading and excavation activities.

IV. Mitigation Monitoring Program

IV. Mitigation Monitoring Program

1. Introduction

To ensure that the mitigation measures identified in an Environmental Impact Report (EIR) are implemented, the California Environmental Quality Act (CEQA) requires the lead agency for a project to adopt a program for monitoring or reporting on the revisions it has required for a project and the measures it has imposed to mitigate or avoid significant environmental effects. As specifically set forth in Section 15097(c) of the CEQA Guidelines, the public agency may choose whether its program will monitor mitigation, report on mitigation, or both. As provided in Section 15097(c) of the CEQA Guidelines, “monitoring” is generally an ongoing or periodic process of project oversight. “Reporting” generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

An EIR has been prepared to address the potential environmental impacts of the Project. Where appropriate, the EIR identifies project design features or recommends mitigation measures that would avoid or substantially lessen the significant environmental impacts associated with the Project. Accordingly, pursuant to Section 15097 of CEQA Guidelines, a Mitigation Monitoring Program (MMP) has been prepared for the Project. This MMP is designed to monitor implementation of the project design features and mitigation measures identified in the Final EIR. This MMP has been prepared in compliance with the requirements of Public Resources Code Section 21081.6 and Section 15097 of the CEQA Guidelines. This MMP describes the procedures the project applicant shall use to implement the project design features and mitigation measures adopted in connection with the approval of the Project and the methods of monitoring on such actions.¹ For this MMP, the City of Los Angeles is the Lead Agency for the Project.

¹ Neither Section 21081.6 of the Public Resources Code nor Section 15097 of the CEQA Guidelines requires the inclusion of project design features in a mitigation monitoring program because project design features are not mitigation measures. However, the project design features identified for the Project in the Final EIR have been included in the MMP for the convenience of the Lead Agency and other monitoring departments.

2. Purpose

It is the intent of this MMP to:

1. Verify compliance with the project design features and mitigation measures identified in the Final EIR;
2. Provide a framework to document implementation of the project design features and mitigation measures included in the Final EIR;
3. Provide a record of mitigation requirements;
4. Identify monitoring and enforcement agencies;
5. Establish and clarify administrative procedures for the clearance of project design features and mitigation measures;
6. Establish the frequency and duration of monitoring; and
7. Utilize the existing agency review processes wherever feasible.

3. Organization

As shown on the following pages, each project design feature and mitigation measure for the Project is listed and categorized by impact area, with accompanying discussion of:

- Enforcement Agency—the agency with the power to enforce the project design feature or mitigation measure.
- Monitoring Agency—the agency to which reports involving feasibility, compliance, implementation, and development are made.
- Monitoring Phase—the phase of the Project during which the project design feature or mitigation measure shall be monitored; relevant phases include pre-construction, construction, pre-operation, and operation.
- Monitoring Frequency—the frequency at which the project design feature or mitigation measure shall be monitored.
- Action(s) Indicating Compliance—the action(s) of which the Enforcement or Monitoring Agency indicates that compliance with the identified project design feature or required mitigation measure has been implemented.

All departments listed within the MMP are within the City of Los Angeles unless otherwise noted.

4. Administrative Procedures and Enforcement

This MMP shall be enforced throughout all phases of the Project. The project applicant shall be responsible for implementing each project design features and mitigation measures, unless otherwise noted, and shall be obligated to provide verification, as identified below, to the appropriate monitoring and enforcement agencies that each project design feature and mitigation measure has been implemented. The project applicant shall maintain records demonstrating compliance with each project design feature and mitigation measure listed below. Such records shall be made available to the City upon request.

5. Program Modification

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the project applicant or its successor subject to the City's approval through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

6. Mitigation Monitoring Program

A. Aesthetics, Views, Light/Glare, and Shading

(1) Project Design Features

Project Design Feature A-1: New onsite utilities that may be required to serve the Project shall be installed underground, where practical.

- **Enforcement Agency:** Department of City Planning; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at project plan check
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit

Project Design Feature A-2: Mechanical, electrical, and roof top equipment, as well as building appurtenances, shall be screened from public view.

- **Enforcement Agency:** Department of City Planning; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

Project Design Feature A-3: Trash areas associated with the proposed buildings shall be enclosed or otherwise screened from view from public rights-of-way.

- **Enforcement Agency:** Department of City Planning; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

Project Design Feature A-4: The Project includes courtyards, roof terraces and a plaza that break up the massing and provides landscaped areas visible throughout the site.

- **Enforcement Agency:** Department of City Planning; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at project plan check
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit

Project Design Feature A-5: The project buildings include varied heights, massing and materials to add visual interest, reduce bulk, enhance walkability, improve aesthetic character, and enliven the street frontages in the pedestrian zone.

- **Enforcement Agency:** Department of City Planning; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at project plan check
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit

Project Design Feature A-6: The project buildings include landscaped features along Santa Monica Boulevard, N. McCadden Place, and N. Las Palmas Avenue to beautify the street frontage and enhance the pedestrian and visual experience.

- **Enforcement Agency:** Department of City Planning; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at project plan check
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit

Project Design Feature A-7: The Project includes a public plaza on the East Site along N. McCadden Place to create a welcoming entrance into the Project Site, enhance the pedestrian experience and to create a connection to the courtyard across the street at the existing Village at Ed Gould Plaza.

- **Enforcement Agency:** Department of City Planning; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at project plan check
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit

Project Design Feature A-8: Subject to the approval of the proposed narrowing of N. McCadden Place, the Project includes widening the sidewalk along N. McCadden Place to promote pedestrian safety, to incorporate more landscaping along the street edge, and to emphasize the campus design and connection to the existing Village at Ed Gould Plaza.

- **Enforcement Agency:** Department of City Planning; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at project plan check
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit

Project Design Feature A-9: All onsite exterior lighting will be automatically controlled by photo sensor to illuminate only when required.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at project plan check; Once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

Project Design Feature A-10: All new street and pedestrian outdoor lighting required for the Project will be shielded and directed towards the interior of the Project Site so that the light source does not project directly upon any adjacent residential property from the ground and above.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

(2) Mitigation Measures

Mitigation Measure A-1: Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the street level, as feasible, and to keep unpermitted persons from entering the construction area.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action(s) Indicating Compliance:** Field inspection sign-off

Mitigation Measure A-2: The project applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials (i.e., graffiti) are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action(s) Indicating Compliance:** Field inspection sign-off

Mitigation Measure A-3: Light sources associated with project construction shall be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary. However, construction lighting shall not be so limited as to compromise the safety of construction workers.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action(s) Indicating Compliance:** Field inspection sign-off

Mitigation Measure A-4: The exteriors of the proposed structures shall be constructed of materials such as, but not limited to, high performance and/or low-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

B. Air Quality

(1) Project Design Features

Project Design Feature B-1: Use of adhesives, sealants, paints, finishes, carpet, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action(s) Indicating Compliance:** Field inspection sign-off

(2) Mitigation Measures

No mitigation measures are identified in the Final EIR for this environmental issue.

C. Greenhouse Gas Emissions

(1) Project Design Features

Project Design Feature C-1: The design of the new buildings shall incorporate features to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-CS® or LEED-NC® Rating System as

of January 1, 2011. Such LEED® features shall include energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation measures, among others.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at project plan check
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit

Project Design Feature C-2: The Project would not include hearths (woodstove and fireplaces) installed in the residences.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at project plan check; Once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

Project Design Feature C-3: The Project would encourage carpooling and the use of electric vehicles by providing that at least 5 percent of the total code-required parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. Only raceways and related components are required to be installed at the time of construction. When the application of the 5 percent results in a fractional space, round up to the next whole number. A label stating "EV CAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

- **Enforcement Agency:** Department of City Planning; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety

- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

Project Design Feature C-4: At least 5 percent of the total code-required parking spaces shall be equipped with EV charging stations. Plans shall indicate the proposed type and location(s) of charging stations. Plan design shall be based on Level 2 or greater EVSE at its maximum operating capacity. When the application of the 5 percent requirement results in a fractional space, round up to the next whole number.

- **Enforcement Agency:** Department of City Planning; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

(2) Mitigation Measures

No mitigation measures are identified in the Final EIR for this environmental issue.

D. Geology and Soils

(1) Project Design Features

No project design features are identified in the Final EIR for this environmental issue.

(2) Mitigation Measures

Mitigation Measure D-1: Footings for buildings with subterranean levels shall be founded in firm older alluvium.

- **Enforcement Agency:** Department of Building and Safety

- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action(s) Indicating Compliance:** Field inspection sign-off

Mitigation Measure D-2: Footings for on-grade buildings shall be founded within a new compacted fill cap or shall extend into older alluvium. If utilized for support, the fill cap shall extend a minimum of 5 feet below the existing ground surface and 3 feet below the bottom of foundations. The bottom of the fill cap shall extend into competent natural soil.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action(s) Indicating Compliance:** Field inspection sign-off

Mitigation Measure D-3: If existing fill material is to be re-used, any construction debris in the existing fill material shall be removed.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action(s) Indicating Compliance:** If existing fill is to be re-used, field inspection sign-off

Mitigation Measure D-4: If fill is to be placed in the upper 6 to 8 inches of the surface exposed by the excavation, the fill shall be scarified, moisture conditioned to 2 or 4 percent over optimum moisture content, and compacted to 90 percent relative compaction. If localized areas of relatively loose soils prevent proper compaction, over-excavation and re-compaction shall occur.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action(s) Indicating Compliance:** Field inspection sign-off

Mitigation Measure D-5: A shoring plan shall be implemented during construction to provide stable excavations and prevent settlement due to the removal of adjacent soil.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at project plan check; Once during field inspection during excavation
- **Action(s) Indicating Compliance:** Approval of shoring plan by City of Los Angeles Department of Building and Safety (pre-construction); field inspection sign-off (construction)

Mitigation Measure D-6: The performance of the shoring system shall be monitored. The monitoring shall consist of periodic surveying of the lateral and vertical locations of the tops of all the soldier piles and the lateral movement along the entire lengths of selected soldier piles. Periodic monitoring of the load on selected anchors, where applicable, shall also occur.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action(s) Indicating Compliance:** Field inspection sign-off and quarterly compliance report by project contractor

Mitigation Measure D-7: Prior to issuance of grading permits, the project applicant shall submit final design plans and a geotechnical engineering report to the Department of Building and Safety for review and approval. The design-level geotechnical engineering report shall be used for final design of the foundation system for the structures and will take into consideration the engineering properties beneath the proposed structures and the projected loads. The final report shall specify exact design coefficients that are needed by structural engineers to determine the type and sizing of structural building materials. The final report shall be subject to the specific performance criteria imposed by the Los Angeles Building Code. The final geotechnical report shall be prepared by a registered civil engineer or certified engineering geologist and include appropriate measures to minimize seismic hazards and ensure structural safety of the proposed structure. The proposed structures shall be designed and constructed in accordance with all applicable provisions of the Los Angeles Building Code.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at project plan check prior to issuance of grading permit
- **Action(s) Indicating Compliance:** Issuance of grading permit

E. Land Use

(1) Project Design Features

No project design features are identified in the Final EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the Final EIR for this environmental issue.

F. Noise

(1) Project Design Features

Project Design Feature F-1: Power construction equipment (including combustion engines), fixed or mobile, would be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment would be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action(s) Indicating Compliance:** Field inspection sign-off

Project Design Feature F-2: Project construction would not include the use of driven (impact) pile systems.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction

- **Monitoring Frequency:** Once during field inspection
- **Action(s) Indicating Compliance:** Field inspection sign-off

Project Design Feature F-3: All outdoor mounted mechanical equipment would be enclosed or screened from offsite noise-sensitive receptors.

- **Enforcement Agency:** Department of City Planning; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

Project Design Feature F-4: Trash collection areas shall be fully enclosed.

- **Enforcement Agency:** Department of City Planning; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

Project Design Feature F-5: Outdoor amplified sound systems would be designed so as not to exceed a maximum noise level of 79 dBA (L_{eq}) at a distance of 50 feet from the amplified sound system.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Once during field inspection
- **Action(s) Indicating Compliance:** Field inspection sign-off

(2) Mitigation Measures

Mitigation Measure F-1: A temporary and impermeable sound barrier shall be erected along the northern and southern property lines of the Project

Site (along Santa Monica Boulevard). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the SAE Institute (receptor location R5) to the south and 8-dBA noise reduction at the residential and theater uses to the north (receptor locations R1 and R2).

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action(s) Indicating Compliance:** Field inspection sign-off

Mitigation Measure F-2: The contractor shall employ the following construction methods to minimize the generation of ground-borne vibration at the adjacent buildings to the west and east of the Project Site:

- a) Utilize smaller pieces of construction equipment, such as a small bulldozer and hand held compactors, when construction occurs within 15 feet of the adjacent offsite buildings.
- b) Avoid using a jackhammer within 8 feet of the adjacent offsite buildings; use a saw to cut the asphalt.
- c) Utilize mini-caisson or alternative methods for installation of piles within 15 feet of the adjacent offsite buildings.
- d) Retain the services of a qualified vibration consultant to monitor ground-borne vibration at the adjacent buildings to the west and east of the Project Site during site excavation (when the use of heavy construction equipment, such as a large bulldozer, drill rig, or loaded truck occurs) within 15 feet of the offsite building structures adjacent to the Project Site. If the measured ground-borne vibration levels exceed 0.2 inch/second (PPV) at the adjacent offsite structures, the Project contractor shall evaluate and employ alternative construction methods, so that the ground-borne vibration levels would be below 0.2 inch/second (PPV) at the adjacent offsite structures to the west and east.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action(s) Indicating Compliance:** Field inspection sign-off

G.1 Public Services—Fire Protection

(1) Project Design Features

Project Design Feature G.1-1: The Project shall install automatic fire sprinklers in all proposed buildings.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

(2) Mitigation Measures

No mitigation measures are identified in the Final EIR for this environmental issue.

G.2 Public Services—Police Protection

(1) Project Design Features

Project Design Feature G.2-1: During construction, the project applicant shall implement appropriate temporary security measures, including security fencing, lighting, and locked entry.

- **Enforcement Agency:** Los Angeles Police Department; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action(s) Indicating Compliance:** Field inspection sign-off

Project Design Feature G.2-2: During operation, the Project shall include private onsite security, a closed circuit security camera system, and keycard entry for the residential buildings and the residential parking areas.

- **Enforcement Agency:** Los Angeles Police Department; Department of City Planning; Department of Building and Safety

- **Monitoring Agency:** Department of Building and Safety; Department of City Planning
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

Project Design Feature G.2-3: The Project shall include sufficient lighting of building entries and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings.

- **Enforcement Agency:** Los Angeles Police Department; Department of City Planning; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

Project Design Feature G.2-4: The Project shall include sufficient lighting of parking structures, elevators, and lobbies to reduce areas of concealment.

- **Enforcement Agency:** Los Angeles Police Department; Department of City Planning; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

Project Design Feature G.2-5: The Project entrances to, and exits from, buildings, open spaces around buildings, and pedestrian walkways shall be designed, to the extent practicable, to be open and in view of surrounding sites.

- **Enforcement Agency:** Los Angeles Police Department; Department of City Planning; Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

(2) Mitigation Measures

Mitigation Measure G.2-1: Prior to the issuance of a building permit, the project applicant shall consult with the Los Angeles Police Department's Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the Project, including applicable features in the Los Angeles Police Department's Design Out Crime Guidelines.

- **Enforcement Agency:** Los Angeles Police Department; Department of City Planning
- **Monitoring Agency:** Department of City Planning
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once
- **Action Indicating Compliance:** Written confirmation of consultation and receipt of plan by Los Angeles Police Department

Mitigation Measure G.2-2: Prior to the issuance of a certificate of occupancy, the project applicant shall submit a diagram of the Project Site to the Los Angeles Police Department West Bureau Commanding Officer that includes access routes and any additional information that might facilitate police response.

- **Enforcement Agency:** Los Angeles Police Department; Department of City Planning
- **Monitoring Agency:** Department of City Planning
- **Monitoring Phase:** Pre-operation
- **Monitoring Frequency:** Once
- **Action Indicating Compliance:** Written confirmation of receipt of plan by Los Angeles Police Department

G.3 Public Services—Libraries

(1) Project Design Features

No project design features are identified in the Final EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the Final EIR for this environmental issue.

H. Traffic, Access, and Parking

(1) Project Design Features

Project Design Feature H-1: Prior to the start of construction, the project applicant shall prepare a work site traffic control plan and submit it to the Los Angeles Department of Transportation for review and approval. The work site traffic control plan shall identify the location of any temporary street parking or sidewalk closures, provide for the posting of signs advising pedestrians of temporary sidewalk closures and providing alternative routes, provide for the installation of other construction-related warning signs, and show access to abutting properties. Furthermore, the project applicant shall temporarily lease spaces from nearby parking lots to the extent feasible.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once
- **Action(s) Indicating Compliance:** Written verification of approval of work site traffic control plan from Los Angeles Department of Transportation

Project Design Feature H-2: The project applicant shall develop and implement a Transportation Demand Management (TDM) Plan that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. The Transportation Demand Management Plan shall be subject to review and approval by the Department of City Planning and LADOT. The Transportation Demand Management Plan may include, but is not limited to, the following:

- **Carpools**: Assist staff members in the formation of carpools. Based on demand, designate parking spaces within the onsite parking structure for parking by recognized staff carpools that are located within a preferred and convenient area of the structure.
- **Public Transit**: Provide new employees with a one-month transit pass at no cost to the employee.
- **Staggered/Flexible Work Schedules**: To the extent feasible, allow staff to work staggered and/or flexible work schedules. This may include a compressed work week (e.g., four 10-hour work days per week) and/or staggered work schedules that allow for arrival and departure outside of the regular peak weekday commute periods (e.g., 7:00 A.M.–10:00 A.M. and 3:00 P.M.–6:00 P.M.).
- **Enforcement Agency**: City of Los Angeles Department of Transportation
- **Monitoring Agency**: City of Los Angeles Department of Transportation
- **Monitoring Phase**: Operation
- **Monitoring Frequency**: Annually during operation
- **Action(s) Indicating Compliance**: Annual compliance report

(2) Mitigation Measures

No mitigation measures are identified in the Final EIR for this environmental issue.

I. Water Supply and Infrastructure

(1) Project Design Features

Project Design Feature I-1: The project design shall incorporate the following design features to support water conservation:

- Residential bathroom faucets with a maximum flow rate of 1.0 gallon per minute and kitchen faucets with a maximum flow rate of 1.5 gallons per minute. No showerhead in a shower stall shall have a flow rate greater than 1.75 gallons per minute.
- High-efficiency clothes washers within common laundry rooms (commercial washers with water factor of 7.5 or less).
- No-flush or waterless urinals in all non-residential restrooms as appropriate.

- Non-residential restroom faucets with a maximum flow rate of 0.5 gallon per minute and of a self-closing design (i.e., that would automatically turn off when not in use).
- Non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.
- Minimum irrigation system uniformity of 75 percent.
- Use of hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.
- Use of landscape to minimize precipitation runoff.
- **Enforcement Agency:** Los Angeles Department of Water and Power
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

(2) Mitigation Measures

No mitigation measures are identified in the Final EIR for this environmental issue.

J. Energy Resources

(1) Project Design Features

Project Design Feature C-1: The new buildings and infrastructure shall be designed to be environmentally sustainable and to achieve the standards of the Silver Rating under the U.S. Green Building Council's Leadership in Energy Efficiency and Design (LEED®) green building program or equivalent green building standards.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at project plan check

- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit

Project Design Feature C-2: The Project would not include hearths (woodstove and fireplaces) installed in the residences.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

Project Design Feature H-2: The project applicant shall develop and implement a Transportation Demand Management (TDM) Plan that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. The TDM Plan shall be subject to review and approval by the Department of City Planning and LADOT. The TDM Plan may include, but is not limited to, the following:

- Carpools: Assist staff members in the formation of carpools. Based on demand, designate parking spaces within the onsite parking structure for parking by recognized staff carpools that are located within a preferred and convenient area of the structure.
- Public Transit: Provide new employees with a one-month transit pass at no cost to the employee.
- Staggered/Flexible Work Schedules: To the extent feasible, allow staff to work staggered and/or flexible work schedules. This may include a compressed work week (e.g., four 10-hour work days per week) and/or staggered work schedules that allow for arrival and departure outside of the regular peak weekday commute periods (e.g., 7:00 A.M.–10:00 A.M. and 3:00 P.M.–6:00 P.M.).
- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Once after the first year of certificate of occupancy
- **Action(s) Indicating Compliance:** Compliance report

Project Design Feature I-1: The Project design shall incorporate the following design features to support water conservation:

- Residential bathroom faucets with a maximum flow rate of 1.0 gallon per minute. and kitchen faucets with a maximum flow rate of 1.5 gallons per minute. No showerhead in a shower stall shall have a flow rate greater than 1.75 gallons per minute.
- High-efficiency clothes washers within common laundry rooms (commercial washers with water factor of 7.5 or less).
- No-flush or waterless urinals in all non-residential restrooms as appropriate.
- Non-residential restroom faucets with a maximum flow rate of 0.5 gallon per minute and of a self-closing design (i.e., that would automatically turn off when not in use).
- Non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.
- Minimum irrigation system uniformity of 75 percent.
- Use of hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.
- Use of landscape to minimize precipitation runoff.
- **Enforcement Agency:** Los Angeles Department of Water and Power
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at project plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

(2) Mitigation Measures

No mitigation measures are identified in the Final EIR for this environmental issue.

PATH VILLAS MONTCLAIR

COUNTY CLERK'S USE

CITY CLERK'S USE

CITY OF LOS ANGELES
 OFFICE OF THE CITY CLERK
 200 NORTH SPRING STREET, ROOM 360
 LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION
 (California Environmental Quality Act Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY

City of Los Angeles Department of City PlanningCOUNCIL DISTRICT
10

PROJECT TITLE

LOG REFERENCE

ENV-2015-2463-CE

PROJECT LOCATION

4220 W. Mont Clair St.

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:

Construction, use, and maintenance of a 5-story, 46 unit APT with 4 stories residential and 1 level commercial, 47 parking spaces

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:

Daniel Gerlach, Atlantic LLC

CONTACT PERSON

Eric Lieberman

AREA CODE

818

TELEPHONE NUMBER

997-8033

EXT.

EXEMPT STATUS: (Check One)

STATE CEQA GUIDELINES

CITY CEQA GUIDELINES

MINISTERIAL

Sec. 15268

Art. II, Sec. 2b

DECLARED EMERGENCY

Sec. 15269

Art. II, Sec. 2a (1)

EMERGENCY PROJECT

Sec. 15269 (b) & (c)

Art. II, Sec. 2a (2) & (3)

☒ CATEGORICAL EXEMPTIONSec. 15300 *et seq.*

Art. III, Sec. 1

Class 32 Category _____ (City CEQA Guidelines)

OTHER (See Public Resources Code Sec. 21080 (b) and set forth state and City guideline provision.)

JUSTIFICATION FOR PROJECT EXEMPTION: In-fill development meeting the conditions described in this section. (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. (e) The site can be adequately served by all required utilities and public services.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

SIGNATURE

TITLE

CITY PLANNING ASSOC.

DATE

2-17-2016

FEE:

RECEIPT NO.

REC'D. BY

DATE

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record
 Rev. 11-1-03 **Rev. 1-31-06 Word**

IF FILED BY THE APPLICANT:

NAME (PRINTED)

SIGNATURE

DATE