



March 04, 2020

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

Dear Commissioners:

ADOPTED

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

2-D March 4, 2020

A handwritten signature in black ink, appearing to read "Celia Zavala".

CELIA ZAVALA
EXECUTIVE OFFICER

APPROVAL OF FUNDING AND ENVIRONMENTAL DOCUMENTATION FOR 10 MULTIFAMILY AFFORDABLE HOUSING DEVELOPMENTS LOCATED IN THE CITIES OF HUNTINGTON PARK, LA PUENTE, LANCASTER, LONG BEACH, AND LOS ANGELES (ALL DISTRICTS) (3 VOTES)

SUBJECT

This letter recommends that your Board approve loans of up to \$41,200,000 to fund the development of 10 affordable multifamily rental housing developments selected through the Notice of Funding Availability (NOFA) for Affordable Multifamily Rental Housing, Round 25-A, issued by the Los Angeles County Development Authority (LACDA).

IT IS RECOMMENDED THAT THE BOARD:

1. Acting as a lead agency pursuant to the California Environmental Quality Act (CEQA), certify the attached exemption determination for the 3rd and Dangler project prepared by the LACDA as lead agency; and find that this project will not cause a significant impact on the environment.
2. Acting as a responsible agency pursuant to CEQA, certify that the LACDA has considered the attached Initial Study/Mitigated Negative Declaration (IS/MND) for the Anaheim and Walnut project, which was prepared by the City of Long Beach as lead agency, find that the mitigation measures identified in the Mitigation Monitoring and Reporting Plan are adequate to avoid or reduce potential impacts below significant levels; and find that this project will not cause a significant impact on the environment.
3. Acting as a responsible agency pursuant to CEQA, certify that the LACDA has considered the attached exemption determination for the Casa Bonita Senior Apartments project, which was

prepared by the City of Huntington Park as lead agency; 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 LACDA has considered the attached exemption determination for the Corazon del Valle project, which was prepared by the County 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 LACDA has considered the attached exemption determination for the Chesterfield Apartments 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.

6. Acting as a responsible agency pursuant to CEQA, certify that the LACDA has considered the attached exemption determination for the Essex Tower project, which was prepared by the City of Lancaster as lead agency; and find that this project will not cause a significant impact on the environment.

7. Acting as a responsible agency pursuant to CEQA, certify that the LACDA has considered the attached exemption determination for the La Veranda 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.

8. Acting as a responsible agency pursuant to CEQA, certify that the LACDA has considered the attached exemption determination for the Palm Vista Apartments 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.

9. Acting as a responsible agency pursuant to CEQA, certify that the LACDA has considered the attached exemption determination for the Sunny Gardens project, which was prepared by the City of La Puente as lead agency; and find that this project will not cause a significant impact on the environment.

10. Approve loans to the recommended developers identified in Attachment A, using up to a total of \$41,200,000 in Affordable Housing Trust Funds (AHTF), for 10 affordable housing developments identified in Attachment A.

11. Authorize the Acting 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 LACDA-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.

12. Authorize the Acting Executive Director, or designee, to incorporate, as needed, up to \$41,200,000 in AHTF into the LACDA's approved Fiscal Year 2019-2020 budget, and future Fiscal Year budgets, as needed, for the purposes described herein.

13. Authorize the Acting Executive Director, or designee, to reallocate LACDA 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 each project's needs, and within the requirements for each funding source.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

As a result of NOFA Round 25-A, a total of 16 affordable and special needs housing development projects were selected for award, totaling \$61,680,000 in capital funding and 414 Section 8 Project-Based Vouchers (PBVs) and Project-Based Veterans Affairs Supportive Housing (PBVASH) Vouchers. Ten of the 16 projects are being recommended to your Board for approval at this time.

The 10 projects seeking approval through this action are affordable multifamily housing developments that will provide a total of 802 housing units, consisting of 175 affordable housing preservation units and 627 new housing units, of which 274 units for general low-income families, 144 units for homeless households, 121 units set aside for homeless seniors, 39 units for chronically homeless households, 38 units for homeless households with a mental illness, and 11 units for onsite managers.

The LACDA will return to your Board at a later date with separate actions to recommend awards for remaining projects selected for funding through NOFA Round 25-A.

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

FISCAL IMPACT/FINANCING

The loans to the developers identified in Attachment A will provide a total amount of up to \$41,200,000 in AHTF, which will be incorporated into the LACDA's approved Fiscal Year 2019-2020 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 October 2, 2019, the LACDA issued NOFA Round 25-A. As a result, a total of 37 applications seeking capital funding and rental assistance were submitted.

After initial review, evaluation, and scoring, three applications failed the threshold review and were disqualified, with the 34 remaining projects eligible for funding. Total funding requests exceeded available funds by approximately \$86 million and there were sufficient funds to finance 16 of the projects. The remaining projects were ranked by score and evaluated using additional criteria, which included whether a project participated in the County's Affordable Housing and Sustainable Communities workgroup, involved County-owned land or was a part of a County-supported effort, geographic distribution of applications, the number of project units, and the population served and percentage of units for each population type, and other factors. These evaluation criteria are used to produce projects that meet the County's housing goals.

The 16 applications selected for funding recommendations span all Supervisorial Districts and will be recommended to receive NOFA 25-A funding in a total amount of \$61,680,000.

At this time, 10 of the 16 projects are being recommended to your Board for funding. The LACDA will return to your Board with separate actions to recommend awards for the remaining projects utilizing the balance of NOFA Round 25-A funding.

The loan agreements and related documents will incorporate affordability restrictions, target assisted populations, and contain provisions requiring the developers to comply with all applicable federal, state, and local laws. Each loan will be evidenced by a promissory note and secured by a deed of trust, with the term of affordability enforced by a recorded regulatory agreement. Approval of these projects will leverage approximately \$342 million in additional external funding sources, which is over eight times the amount of NOFA Round 25-A funds invested.

The loan agreements and related documents for these projects will reflect the respective Special Needs set-asides and indicate that the assisted units will be affordable to households earning no more than 30% of the median income for the Los Angeles-Long Beach Metropolitan Statistical Area, adjusted for family size, as established by the U.S. Department of Housing and Urban Development. Income targeting may be as high as 35% AMI with reasonable justification provided by the applicant and approved by the LACDA. 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 LACDA or other lenders to create a single asset entity to designate ownership of the project. These “designees” will be LACDA-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 Acting 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 LACDA pursuant to the requirements of CEQA.

The 3rd and Dangler project was determined exempt from the requirements of CEQA by the LACDA in accordance with AB 2162 and Government Code section 65651. This determination satisfies the requirements of CEQA.

As a responsible agency, and in accordance with the requirements of CEQA, the LACDA reviewed the IS/MND prepared by the City of Long Beach for the Anaheim and Walnut project and determined that this project will not have a significant adverse impact on the environment. The LACDA’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.

The Casa Bonita Senior Apartments project was determined ministerially exempt from the requirements of CEQA by the City of Huntington Park in accordance with CEQA Guidelines Section 15268. The LACDA’s consideration of this determination satisfies the requirements of CEQA.

The Corazon del Valle project was determined exempt from the requirements of CEQA by the County of Los Angeles Department of Regional Planning in accordance with Public Resources Code sections 21155 (a) and (b) and 21155.1. The LACDA’s consideration of this determination satisfies the requirements of CEQA.

The Chesterfield Apartments project was determined ministerially exempt from the requirements of

CEQA by the City of Los Angeles in accordance with CEQA Statute Section 21080(b)(1), SB35, and Government Code Section 65913.4. The LACDA's consideration of this determination satisfies the requirements of CEQA.

The Essex Tower project was determined categorically exempt from the requirements of CEQA by the City of Lancaster in accordance with CEQA Guidelines Section 15332. The LACDA's consideration of this determination satisfies the requirements of CEQA.

The La Veranda project was determined categorically exempt from the requirements of CEQA by the City of Lancaster in accordance with CEQA Guidelines Section 15332. The LACDA's consideration of this determination satisfies the requirements of CEQA.

The Palm Vista Apartments project was determined categorically exempt from the requirements of CEQA by the City of Lancaster in accordance with CEQA Guidelines Section 15332. The LACDA's consideration of this determination satisfies the requirements of CEQA.

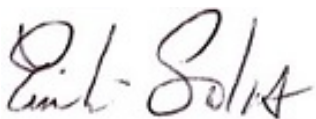
The Sunny Gardens Apartments project was determined ministerially exempt from the requirements of CEQA by the City of La Puente in accordance with CEQA Guidelines Section 15268. The LACDA's consideration of this determination satisfies the requirements of CEQA.

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

IMPACT ON CURRENT SERVICES (OR PROJECTS)

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

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Emilio Salas". The signature is fluid and cursive, with the first name "Emilio" and last name "Salas" clearly distinguishable.

Emilio Salas

Acting Executive Director

ES:LK:ML:BL

Enclosures

ATTACHMENT A
NOFA ROUND 25-A
RECOMMENDED FUNDING ALLOCATIONS (MARCH 4, 2020)

Sup. Dist.	Jurisdiction	Development/ Applicant	Type of Housing	Total Project Units	Affordable Housing Trust Funds	Other Funding Resources	Total Development Cost
1	La Puente	Sunny Gardens Apartments/ Alliance Property Group, Inc.	Affordable Housing Preservation	95	\$1,000,000	\$29,480,000	\$30,480,000
1	Huntington Park	Casa Bonita Senior Apartments/ Western Community Housing, Inc.	Affordable Housing Preservation	80	\$1,000,000	\$18,750,383	\$19,750,383
1	Los Angeles	La Veranda/ Abode Communities	Mixed Population	77	\$2,000,000	\$54,175,368	\$56,175,368
1	Los Angeles	3rd and Dangler/ National Community Renaissance of California	Mixed Population	78	\$7,000,000	\$35,359,704	\$42,359,704
2	Los Angeles	Chesterfield/ Wakeland Housing and Development Corporation	Special Needs	43	\$2,000,000	\$22,162,552	\$24,162,552
3	Los Angeles	Corazon Del Valle I/ Clifford Beers Housing, Inc.	Special Needs	90	\$7,000,000	\$39,514,549	\$46,514,549
3	Los Angeles	Corazon Del Valle II/ Clifford Beers Housing, Inc.	Special Needs	90	\$7,000,000	\$39,316,624	\$46,316,624
3	Los Angeles	Palm Vista Apartments/ GTM Holdings, LLC	Mixed Population	91	\$2,000,000	\$46,527,850	\$48,527,850
4	Long Beach	Anaheim and Walnut/ Bridge Housing Corporation	Mixed Population	88	\$5,200,000	\$48,613,142	\$53,813,142
5	Lancaster	Essex Tower/ InSite Development	Special Needs	70	\$7,000,000	\$8,753,811	\$15,753,811
Totals				802	\$41,200,000	\$342,653,983	\$383,853,983

ATTACHMENT B
ENVIRONMENTAL DOCUMENTATION

3RD AND DANGLER

ORIGINAL FILED

FEB 06 2020

Notice of Exemption

To:

☐ Office of Planning and Research
P.O. Box 3044
Sacramento, CA 958-3044

☒ County Clerk County of Los Angeles, Business filings
12400 E Imperial Hwy., #1201
Norwalk, CA 90650

From:

LOS ANGELES COUNTY CLERK
Los Angeles County Development Authority
700 W. Main Street
Alhambra, CA 91801

Project Title: 3rd and Dangler Affordable Housing Development Project

Project Applicant: The County of Los Angeles through Los Angeles County Development Authority (LACDA)

Project Location -- Specific: 4639-4655 3rd Street, Los Angeles, CA 90022

Project Location -- City: Unincorporated Los Angeles

Project Location -- County: Los Angeles

Description of Nature, Purpose and Beneficiaries of Project:

This affordable housing construction project includes 77 units, 59,650 square feet of habitable residential building area and 9,250 square feet of public and private open space on a 0.52 acre vacant lot at 4639-4655 3rd Street in an unincorporated portion of the County of Los Angeles, at the northwest corner of the intersection of 3rd Street and Dangler Avenue. There will be an estimated 20 studio units, 49 1-bedroom units, and 9 2-bedroom units. A 770 square foot community room and 715 square feet of supportive service offices will be located on the ground floor. An 1,860 square foot landscaped interior courtyard will provide residents with recreational amenities and open space.

Name of Public Agency Approving the Project: The County of Los Angeles

Name of Person or Agency Carrying Out Project: The Los Angeles County Chief Executive Office

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☐ Categorical Exemption. State type and section number: _____
☒ Statutory Exemption. State code number: Government Code sections 65650 through 65654
☐ Exemptions for Agricultural Housing, Affordable Housing, and Residential Infill Projects.
State type and section number: _____

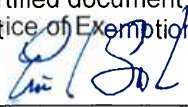
Reasons why project is exempt:

This project meets the criteria for AB 2162 and Government Code sections 65650 through 65654 and is exempt from the California Environmental Quality Act. The 3rd and Dangler project meets the definition of a supportive housing project as defined in Government Code section 65650 and meets the criteria of Government Code section 65651, and is therefore considered a use by right and subject to the streamlined, ministerial approval process.

Lead Agency Contact Person: Emilio Salas, Acting Executive Director **Area code/Telephone/Extension:** (626) 586-1505

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project ☒ Yes ☐ No

Signature:  Date: 2/6/2020 Title: Acting Executive Director

- ☒ Signed by Lead Agency
☐ Signed by Applicant

Dean C. Logan
Los Angeles County Registrar / Recorder
12400 Imperial Highway, Norwalk, CA
(800)201-8999

BUSINESS FILINGS REGISTRATION

NORWALK DEPARTMENT HEADQUARTER

Cashier: T. TRAN



Thursday, January 04, 2018 10:54 AM



Item(s)

Fee	Qty	Total
NoE - County Posting Fee 2018002618	1	\$75.00
Notice - Certified Copy 2018002618	1	\$2.00
Total		\$77.00

Total Documents: 1

Customer payment(s):

Credit Card \$77.00

ANAHEIM AND WALNUT

Please find included with this section the following items

Initial Study

County Clerk Notice of Intent

Newspaper Notice

Adopted Resolution

Mitigated Negative Declaration

Mitigation Monitoring Plan

Notice of Determination

Initial Study



Anaheim Street and Walnut Avenue Development Project

Final Initial Study/Mitigated Negative Declaration

Prepared for the City of Long Beach

July | 2019

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0.1 Introduction

This Final Initial Study (IS)/Mitigated Negative Declaration (MND) 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.) for the Anaheim Street and Walnut Avenue Development Project. As required by CEQA, a Notice of Intent (NOI) to adopt an MND was filed with the State Clearinghouse May 24, 2019, and sent to various public agencies, organizations, and interested individuals.

The Draft IS/MND was available for public review for 31 days, from May 24, 2019, to June 24, 2019. Copies of the Draft IS/MND and supporting materials were available for public review at the City of Long Beach Development Services Department, the Long Beach Main Library, and online at the City of Long Beach website (http://www.lbds.info/planning/environmental_planning/environmental_reports.asp).

This section comprises the comments received during the public review period and the responses to the comments received. Three comment letters were received during the public review period.

The City of Long Beach, as lead agency, is required to consider agency and public comments on a CEQA document as part of the decision process to approve a project. CEQA does not require the preparation of responses to comments received on an IS/MND; however, responses have been prepared.

No significant changes have been made to the information contained in the Draft IS/MND as a result of the response to comments, and no significant new information has been added that would require recirculation of the IS/MND. However, minor revisions were made to the Draft IS/MND circulated for public review.

0.1.1 Format of the Final Initial Study/Mitigated Negative Declaration

Section 0.1 Introduction

This section describes CEQA requirements and content of this Final IS/MND.

Section 0.2 Comments and Responses to Comment Letters

This section provides copies of the comment letters received on the Draft IS/MND and individual responses to written comments. The responses conform to CEQA Guideline 15088, providing good faith, reasoned analysis in response.

Section 0.3 Final IS/MND

This section includes the Final IS/MND with minor revisions based on comments received during the public review period in strike-through/underlined text. The Final Mitigation Monitoring and Reporting Program (MMRP), which identifies the mitigation measures, timing and responsibility for implementation of the measures, is included in the Final IS/MND.

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0.2 Comments and Responses to Comment Letters

This section contains comment letters received and responses to all comment letters on the Draft IS/MND. Three letters were received during the comment period, which began May 24, 2019, and closed June 24, 2019. A copy of each letter with bracketed comment numbers on the right margin is followed by the response for each comment as indexed in the letter. The comment letters are listed in Table 0.2-1.

Table 0.2-1. City of Long Beach Draft IS/MND Comment Letters

Letter	Commenter	Date
<i>Agency</i>		
A1	Sanitation Districts of Los Angeles County	June 20, 2019
A2	Long Beach Unified School District	June 18, 2019
A3	California Department of Transportation (Caltrans)	June 20, 2019

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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
Chief Engineer and General Manager

June 20, 2019
Ref. DOC 5171435

Mr. Scott Kinsey, AICP, Planner V
Department of Development Services
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Dear Mr. Kinsey:

NOI Response for Anaheim Street and Walnut Avenue Development Project

The Sanitation Districts of Los Angeles County (Districts) received a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) for the subject project on May 22, 2019. The proposed project is located within the jurisdictional boundaries of District No. 3. We offer the following comments:

1. XIX. UTILITIES AND SERVICE SYSTEMS, Impact Analysis, *page 75* – As indicated, wastewater generated by the City of Long Beach is treated at the Joint Water Pollution Control Plant (JWPCP) or the Long Beach Water Reclamation Plant. Wastewater from the subject project will be treated at the JWPCP which currently processes an average flow of 261.1 million gallons per day (mgd).
2. XIX. UTILITIES AND SERVICE SYSTEMS, Table 23. Generation Rates, *page 76* – The table shows 22,700 square feet of office space. The project description in the NOI states there is an 18,136 square-foot medical clinic, 2,264 square feet (sf) of lobby/recreational space, 2,300 sf of office space and 88 residential units. The table lists all non-residential areas as office space with a generation factor of 200 gallons per day (gpd) per 1,000 sf for a total of 4,560 gpd. Based on the Districts' average wastewater generation factors, the expected average wastewater flow from the project is 20,365 gpd. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the Table 1. Loadings for Each Class of Land Use link.

All other information concerning Districts' facilities and sewerage service contained in the document is current. 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:dc
A. Schmidt
A. Howard

DOC 5190700.D03

Agency: County Sanitation Districts of Los Angeles County

Letter Code: A1

Commenter: Adriana Raza, Facilities Planning Department

Date: June 20, 2019

A1-1 The comment provides information regarding where the wastewater generated by the project would be treated and includes a clarification of the current average flow. Page 75 of the Final IS/MND has been modified as follows:

~~Primarily, the Los Angeles County Sanitation District, Joint Water Pollution Control Plant receives the city's wastewater. Secondly, the Long Beach Water Reclamation Plant of the Sanitation Districts of Los Angeles County also receives the city's wastewater.~~ The Joint Water Pollution Control Plant provides advanced primary and partial secondary treatment for 254.7261.1 million gallons of wastewater per day, with a permitted capacity for 400 million gallons of wastewater per day of wastewater (Sanitation Districts of Los Angeles County 2016). ~~The Long Beach Water Reclamation Plant provides primary, secondary, and tertiary treatment for 25 million gallons of wastewater per day of wastewater (Long Beach Water Department 2019).~~

A2-1 The comment provides clarification on the expected increase in gallons per day (gdp) generated by the project. The last paragraph on page 75 and Table 23 have been revised. The street level 22,700 square feet (sf) was previously categorized as Office Building (200 gpd/1,000 sf). The 22,700 sf have been further divided to capture 2,300 sf of office space as Office Building, 18,136 sf of medical clinic space as Professional Building (300 gpd/1,000 sf), and 2,264 sf lobby and recreation space as Shopping Center (at 352 gpd/1,000 sf). The category of Shopping Center was used as a worst case scenario and the lobby/recreation space may generate less wastewater than estimated. The revised average wastewater flow from the project is 20,364.6 gpd.



BUSINESS DEPARTMENT – Facilities Development & Planning
Office of the Executive Director
2425 Webster Ave., Long Beach, CA 90810
(562) 997-7550 Fax (562) 595-8644

June 18, 2019

Scott Kinsey, AICP
City of Long Beach
333 W. Ocean Blvd, 5th Floor
Long Beach, CA 90802

RE: NOI to Adopt Mitigated Negative Declaration for
The Anaheim Street and Walnut Avenue Development Project

Dear Mr. Kinsey,

This letter serves to inform you the Long Beach Unified School District has reviewed the documents for Anaheim Street and Walnut Avenue Development Project. Our interest in the project arises from its close proximity to Lincoln Elementary school, which is located adjacent to two of the intersections observed as part of the traffic study. Due to the fact the project will construct almost 90 units of affordable housing, we also expect Franklin Middle School and Polytechnic High School to be impacted as the project site is within their attendance boundaries.

We believe that any negative impact to our schools are mitigated by the measures to be taken as stated in the MND. Please let me know if you have any questions regarding this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Alan Reising'.

Alan Reising
Executive Director Facilities Development & Planning

City of Long Beach
RECEIVED
JUN 25 2019
Planning Bureau

A2-1

Agency: Long Beach Unified School District

Letter Code: A2

Commenter: Alan Reising, Executive Director Facilities Development & Planning

Date: June 25, 2019

A2-1 The comment states that Franklin Middle School and Polytechnic High School would be impacted due to the development of affordable housing in their attendance boundaries. The comment further states that any negative impacts to the schools are mitigated as stated in the MND.

As discussed under XV. Public Services, the applicant would be required to pay school impact fees pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998). This would cover all schools within the attendance boundary of the project site.

Franklin Middle School and Polytechnic High School were not discussed under IX. Hazards and Hazardous Materials, because they are not located within one-quarter mile of the project site.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



June 20, 2019

Scott Kinsey
Planner V
Department of Development Services
Planning Bureau
City of Long Beach
333 W. Ocean Blvd., 5th Floor
Long Beach, CA 90802

RE: Anaheim Street and Walnut Avenue
Development Project
Mitigated Negative Declaration (MND)
SCH# 2019059114
GTS# 07-LA-2019-02534
Vic. LA-1/ PM 5.295

Dear Mr. Kinsey:

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 a new 116,356 sf, mixed use building. The building includes an 88 unit, 5-story apartment building, with 93,656 sf of residential space on levels two through five and 22,700 sf on the street level, which includes 18,136 sf of medical clinic space, 1,100 sf of commercial office space, 1,200 sf of residential leasing office space, and 2,264 sf of recreation and lobby space. The building also includes a 3-story, 156 stall parking structure with partial 4th floor outdoor terrace for a total of 116,356 square feet of building area and 81,903 square feet of parking garage, on a 1.54-acre site. The project consists of 100 percent affordable housing units.

The nearest State facility to the proposed project is State Route 1. After reviewing the Mitigated Negative Declaration (MND), Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles of State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Mr. Carlo Ramirez, at carlo.ramirez@dot.ca.gov and refer to GTS# 07-LA-2019-02534.

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief
Cc: Scott Morgan, State Clearinghouse

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

Agency: California Department of Transportation (Caltrans)

Letter Code: A3

Commenter: Miya Edmonson, IGR/CEQA Branch Chief

Date: June 20, 2019

A3-1 The comment summarizes the project description and concludes that the project would not result in a direct adverse impact to the existing state transportation facilities. A Traffic Impact Analysis (Appendix G of the Draft IS/MND) was prepared for the project and concluded the project would not result in direct or indirect significant impacts on Caltrans facilities. This comment does not raise a substantive issue on the content of the Draft IS/MND. The comment will be made available for decision makers. No further response is required.

A3-2 The comment states that any transportation of heavy construction equipment or materials which require use of oversized-transportation vehicles on state highways would need a Caltrans transportation permit. The comment recommends large size truck trips be limited to off-peak commute periods.

Caltrans oversized vehicle permits are standard and apply to any operator traveling on Caltrans facilities and the issue is not applicable to the CEQA impact analysis process; however, the applicant will comply with Caltrans regulations and apply for applicable permits. Further, the applicant will follow best practices for off-peak deliveries and large size truck trips.

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0.3 Final Initial Study/Mitigated Negative Declaration

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Appendices

Appendix A. BRIDGE Housing Entitlement Package

Appendix B. Air Quality and Greenhouse Gas Emissions Technical Memorandum

Appendix C. Preliminary Geotechnical Report

Appendix D. Phase I Environmental Site Assessment

Appendix E. Phase II Environmental Site Assessment

Appendix F. Noise and Vibration Technical Memorandum

Appendix G. Traffic Impact Analysis

Appendix H. Assembly Bill 52 Tribal Consultation Correspondence

Acronyms

AQMP	Air Quality Management Plan
BMP	Best Management Practices
CCN	Community R-4-N Commercial
CalEEMod	California Emissions Estimator Model®
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CNEL	community noise equivalent level
CH ₄	methane
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
dB	decibel
dBA	A-weighted decibels
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
GHG	greenhouse gas
gpd	gallons per day
L _{dn}	day-night average sound level
L _{eq}	equivalent continuous sound level
L _{max}	maximum A-weighted sound level
LBMC	Long Beach Municipal Code
LID	Low Impact Development
LOS	Level of Service
LST	localized significance threshold
LUST	leaking and underground storage tanks
MT	metric ton
NAHC	Native American Heritage Commission
NO _x	Oxides of Nitrogen
PM _{2.5}	particles of 2.5 micrometers and smaller
PM ₁₀	particles of 10 micrometers and smaller
ROG	reactive organic gases
SCAQMD	South Coast Air Quality Management District
V/C	Volume-to-capacity
Vdb	Vibration decibels

Environmental Checklist Form

1. **Project Title:** Anaheim Street and Walnut Avenue Development Project
2. **Lead agency name and address:** City of Long Beach Department of Development Services, Planning Bureau, 333 West Ocean Boulevard – 5th Floor, Long Beach, California, 90802
3. **Contact person and phone number:** Scott Kinsey, Planner V, (562) 570-6194
4. **Project address:** 1500 East Anaheim Street and 1209 Walnut Avenue
5. **Project assessor parcel numbers:** 7267001900, 901, 902, 903, 904, 905, 906
6. **Project sponsor's name and address:** BRIDGE Housing, Jeff Williams, Senior Project Manager, 2202 30th Street, San Diego, California 92104 (619) 814-1281
7. **General Plan designation:** Designation LUD #8A (Traditional Retail Strip Commercial) on the northern two-thirds of the site, LUD #2 (Mixed Style Homes district) on the southern one-third of the site.
8. **Zoning:** Community Commercial Pedestrian-Oriented (CCP) on the northern two-thirds of the site, and R-2-N (two-family residential, standard lot) on the southern one-third.
9. **Description of project:** The project includes consolidation of seven existing parcels to a single lot for development of a new 88-unit, 5-story apartment building (93,656 square feet of residential), with 22,700 square feet on the street level including 18,136 square feet of medical clinic space and 1,100 square feet of commercial office space, with a 3-story, 156-stall parking structure with partial 4th floor outdoor terrace, totaling 116,356 square feet of building area and 81,903 square feet of parking garage, on a 1.54-acre site.
10. **Surrounding land uses and setting:** Surrounding land uses include a commercial strip mall and residential land uses to the north; a restaurant, hair salon, market, and residential land uses to the west; a skilled nursing facility immediately to the south, and residential land uses further to the south; and a small commercial strip mall and residential land uses to the east.
11. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):** No other agency approval is required.
12. **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?** The City of Long Beach initiated Assembly Bill 52 and Senate Bill 18 consultation by mailing letters via certified mail on November 2, 2018 to five Native American tribes that have requested project information under Assembly Bill 52. On February 14, 2019 the City of Long Beach sent certified mail to eight Native American tribes, including the five who had previously been contacted. To date, one request for consultation has been received from the Gabrieleno Band of Mission Indians – Kizh Nation.

Project Summary

Project Location

The Anaheim Street and Walnut Avenue Development Project (project) site is approximately 1.54 acres and consists of seven parcels located between Hoffman Avenue and Walnut Avenue, south of East Anaheim Street, and north of East 11th Street in the central portion of the City of Long Beach (Figure 1). All parcels are currently vacant. Figure 2 through Figure 6 depict the existing site conditions.

Project Description

The project consists of a new 116,356-square-foot, mixed-use building that is approximately 61 feet (up to maximum 65 feet) above ground level (maximum five stories). The building includes an 88-unit, 5-story apartment building, with 93,656 square feet of residential space on levels two through five and 22,700 square feet on the street level, which includes 18,136 square feet of medical clinic space, 1,100 square feet of commercial office space, 1,200 square feet of residential leasing office space, and 2,264 square feet of recreation and lobby space. The building also includes a 3-story, 156-stall parking structure with partial 4th floor outdoor terrace for a total of 116,356 square feet of building area and 81,903 square feet of parking garage, on a 1.54-acre site. The entrance for the parking structure would be on the west side of the property from an existing alley. The project consists of 100-percent affordable housing units. Units would include 1 bedroom (32 units), 2 bedroom (32 units), and 3 bedroom (24 units) options.

Table 1 summarizes the key elements associated with the mixed-use building and attached parking structure. Figure 7 depicts the project site plan. Figure 8 depicts the renderings of the project site, with views from Anaheim Street and Walnut Avenue, Figure 9 depicts the renderings from Anaheim Street, and Figure 10 depicts a rendering from the alley looking northwest. Figure 11 illustrates the available floor plans for the apartment units.

The project requires the following entitlements and project approvals from the City of Long Beach:

- Zone change of three existing parcels and the northern portion of a large parcel on East Anaheim Street and one parcel on Walnut Avenue from CCP District to Community R-4-N Commercial (CCN) District.
- Zone change of two existing parcels on Walnut Avenue and the southern portion of the large parcel on East Anaheim Street from R-2-N Two-family Residential to CCN.
- Site plan review of a five-story, mixed-use building with a height of 560.2 feet and attached parking structure containing 116,356 square feet of building area and 81,903 square feet of parking space area.
- Tentative Map for commercial or financing airspace subdivision (no individual residential condominiums).
- Density bonus/development standards waiver/concessions, per California Government Code §65915 and §65915.7.
- General Plan Amendment (Land Use District Map).

Table 1. Anaheim Street and Walnut Avenue Development Project – Building and Site Characteristics

Project Element	Description		
Project Site Summary			
Project Address	1500 East Anaheim Street and 1209 Walnut Avenue		
Lot Area	67,200 Square Feet		
Assessor Parcel Numbers	7267001900, 901, 902, 903, 904, 905, 906		
Zone	Existing: CCP/R-2-N Proposed: CCN (HR-65/5)		
Project Summary			
Proposed Stories	Five stories		
Proposed Building Height	Approximately 61 feet (maximum 65 feet) to top of parapet		
Setbacks	Location	Required (over 45 feet tall)	Proposed*
	East Anaheim Street	20 feet, 0 inches (21.32.220.C)	8 feet, 6 inches minimum (Level 1) / 1 feet, 9 inches average setback**
	Walnut Avenue	20 feet, 0 inches (21.32.220.C)	14 Feet (Level 1) / 9 feet, 3 inches average setback**
	Rear (South property line)	1/5 of building height, not to exceed 15% of lot depth (224 feet) (21.39.220.C)	11 feet, 10.5 inches (to stair) / 10 feet, 6 inches" average setback
	Side (at alley on western property line)	(to centerline of alley)	9 feet average
	From Anaheim Street property line to 145 feet south	5 feet (21.39.220.C, 21.32.220)	10 feet, 6 inches average
	145 feet south of Anaheim Street to southwest corner	1/5 of building height, not to exceed 15% of lot width (300 feet) (21.32.200.C)	10 feet, 6 inches average
Proposed Building Area	Level	Building Area (SF)	Additional Parking (SF)
	1	22,700	27,301
	2	23,414	27,301
	3	23,414	27,301
	4	23,414	No parking above Level 3
	5	23,414	No parking above Level 3
	Total	116,356	81,903

Table 1. Anaheim Street and Walnut Avenue Development Project – Building and Site Characteristics

Project Element	Description
Proposed Lot Coverage	40.18% (22,700 SF / 67,200 SF)
Proposed Floor Area Ratio	1.73 (116,215 SF / 67,200 SF)
<i>Parking Summary</i>	
Proposed Vehicular Spaces	156
Proposed Bicycle Spaces	18

Notes:

* See plans and elevations for addition information (Appendix A)

** Setback compliance will be waived as a development standards concession under state density bonus law

CCP=Community Commercial Pedestrian-Oriented; CCN=to Community R-4-N Commercial; HR=High-Rise Overlay; SF=square feet

Figures

Figure 1. Regional Location and Project Vicinity

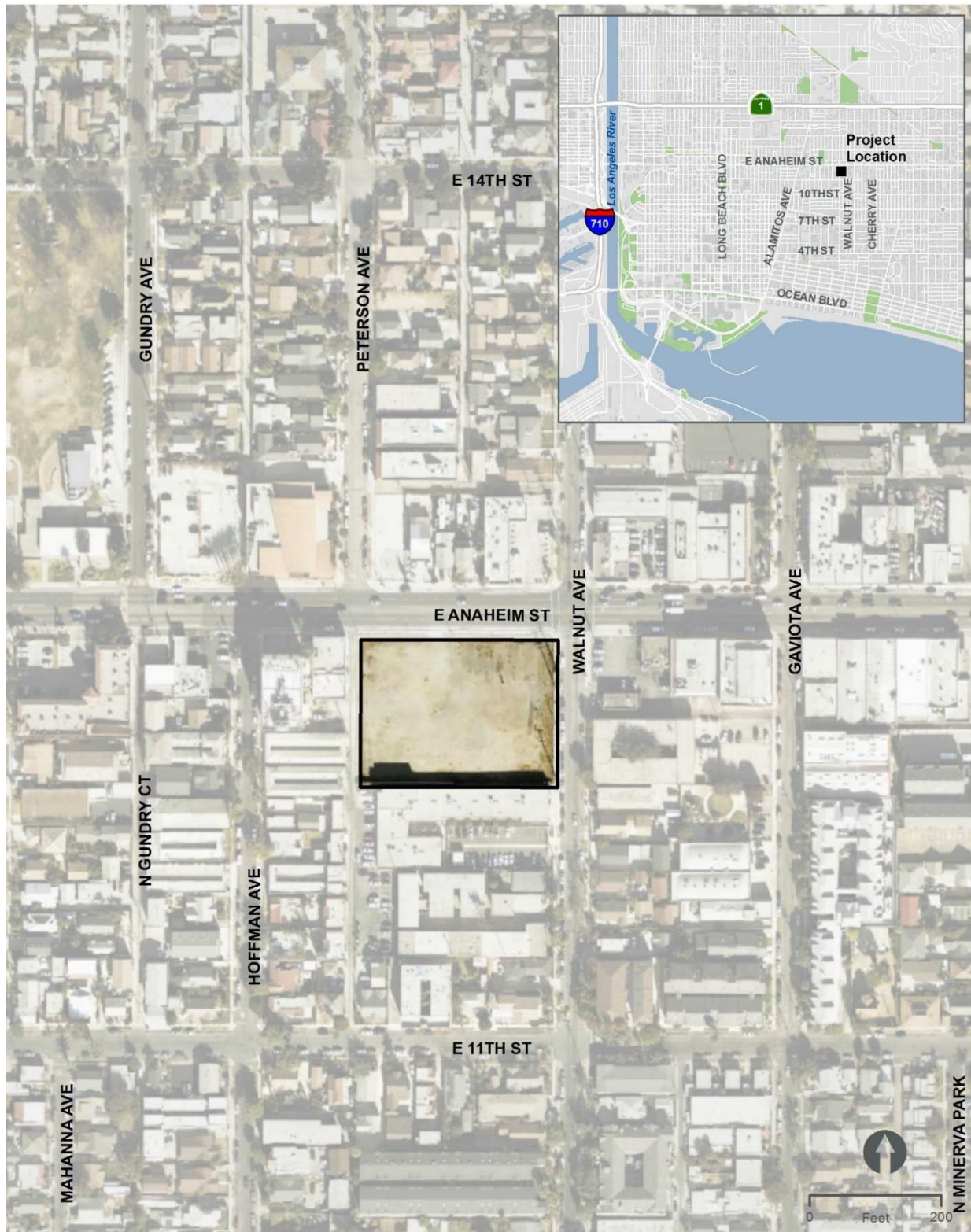


Figure 2. Existing Conditions Site Photo Locations

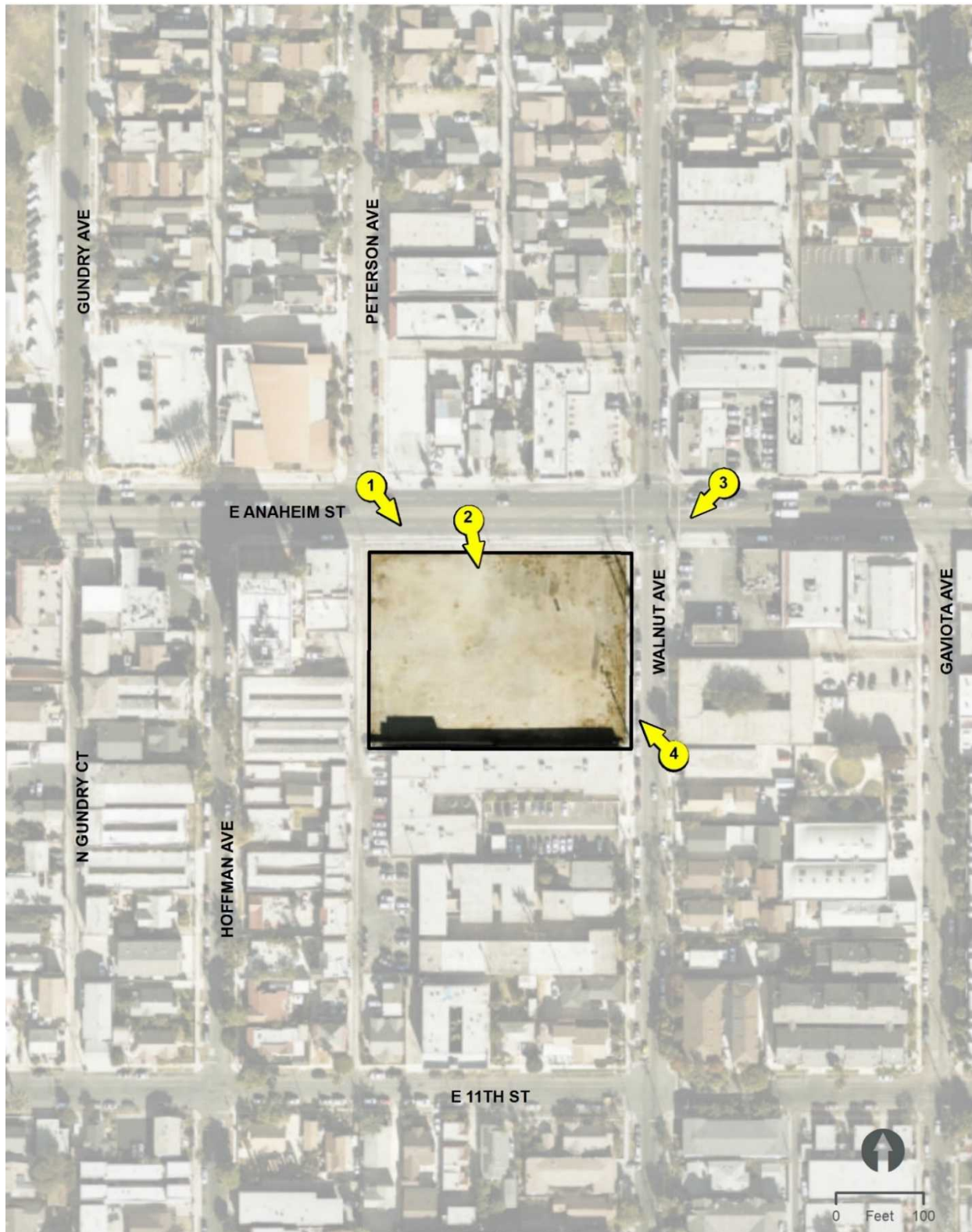


Figure 3. Existing Condition from Northwest Corner



Figure 4. Existing Condition from North



Figure 5. Existing Condition from Northeast Corner



Figure 6. Existing Condition from Southeast Corner

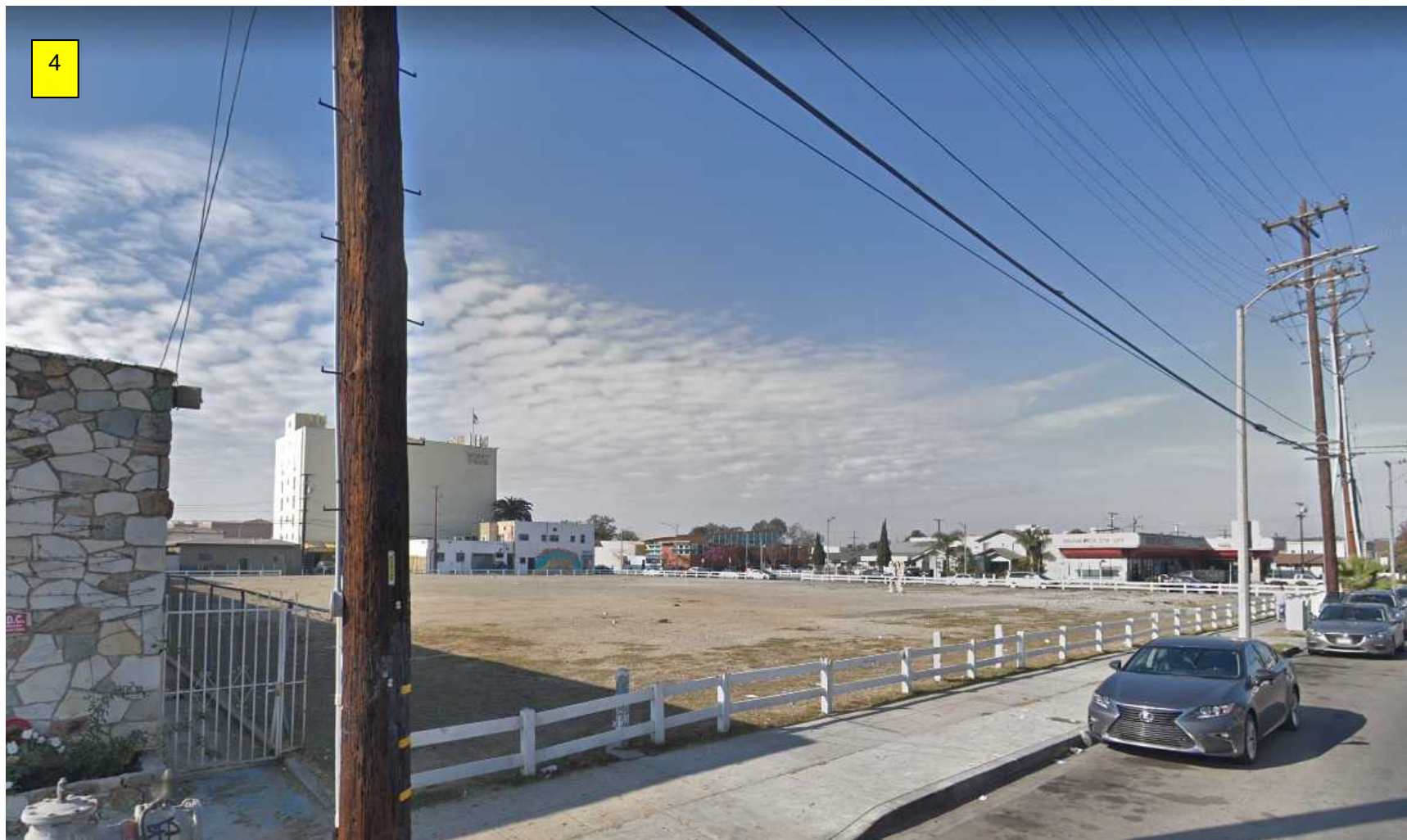
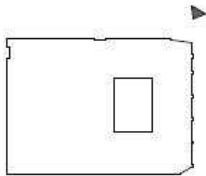


Figure 7. Project Site Plan



Source: BRIDGE Housing 2019

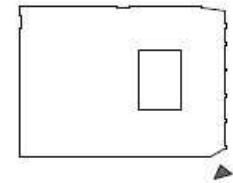
Figure 8. Rendering from Northeast Perspective - Anaheim Street and Walnut Avenue



NORTHEAST PERSPECTIVE
N.T.S.

Source: BRIDGE Housing 2019

Figure 9. Rendering from Northwest Perspective - Anaheim Street



NORTHWEST PERSPECTIVE

N.T.S.

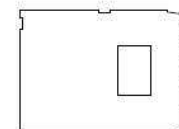
Source: BRIDGE Housing 2019

Figure 10. Rendering from Southwest Corner and Alley



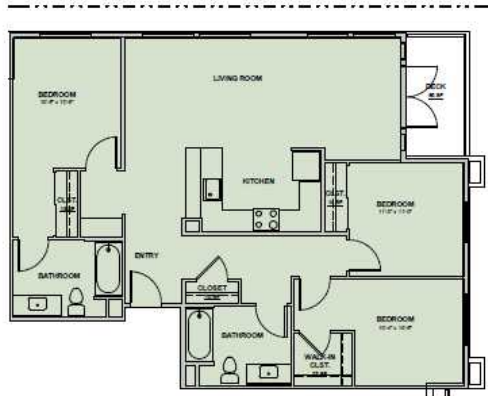
PARKING PERSPECTIVE

N.T.S.



Source: BRIDGE Housing 2019

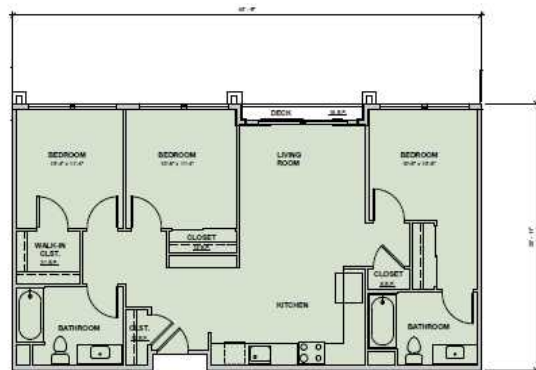
Figure 11. Floor Plans of Available Units



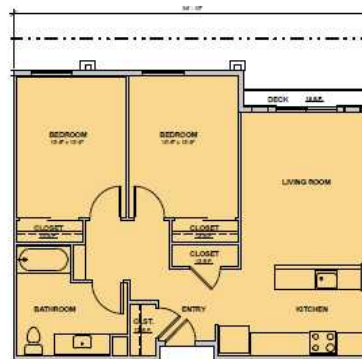
**THREE-BEDROOM
OUTSIDE CORNER**
48' x 32'
1,282 S.F.



**THREE-BEDROOM
INSIDE CORNER**
48' x 32'
1,349 S.F.



THREE-BEDROOM
48' x 32'
1,093 S.F.



TWO-BEDROOM
48' x 32'
875 S.F.



ONE-BEDROOM
48' x 32'
608 S.F.

Source: BRIDGE Housing 2018

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

Determination (To be Completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the project would 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 (EIR) is required.
- ☐ I find that the proposed project may have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

5/23/19

Date:

Scott Kinsey, AICP

Planner V

City of Long Beach

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 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 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 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 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.

I. Aesthetics

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
---------------------------	--------------------------------	--	------------------------------	-----------

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

The project site is located in an urban setting and characterized as an Urban and Built-Up Land by the California Department of Conservation, Farmland Mapping and Monitoring Program (California Department of Conservation 2016). Urban and Built-Up Land is characterized by structures with a building density of at least 1 unit to 1.5 acres, such as commercial structures. The project site is vacant with dirt-covered lots; a commercial strip mall and residential land uses to the north; commercial and residential land uses to the west; residential land uses to the south; and a small commercial strip mall and residential land uses to the east.

Would the project:

- a) *Have a substantial adverse effect on a scenic vista?*

No Impact – The City of Long Beach General Plan, Scenic Routes Element (City of Long Beach 1975c) identifies areas within the City that are considered scenic assets, of which there are none identified within the project area. No impact is identified for this issue area.

- b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?*

No Impact – According to the California Highway Mapping System for the Los Angeles and Orange County area, there are no scenic highways in the project area (Caltrans 2011). Additionally, the project would not damage any scenic resources, including trees, rock outcroppings, or historic buildings, as these resources are not present on the project site. No impact is identified for this issue area.

- c) *In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Less than Significant Impact – The project is located in an urbanized area. The project includes a new five-story mixed use building with attached parking structure. The building character scale is compatible with other existing office and commercial related uses located along Anaheim Street. The proposed landscape plan includes shrubs and trees that would provide screening to complement and enhance the visual quality of the building and parking structure when viewed from surrounding areas. Implementation of the project would require a zoning change from CCP District to CCN District. The project would introduce a new, modern development, which is different than the existing visual character for the area; however, it would not substantially change the visual quality of the project area. This is considered a less than significant impact.

The General Plan designation for the site is 8A (Traditional Retail Strip Commercial) on the northern two-thirds of the site, LUD #2 (Mixed Style Homes district) on the southern one-third of the site and, once amended, zone Community R-4-N (Medium-density multiple residential), which allows high density, multifamily residential districts. Long Beach Municipal Code (LBMC) 21.31 Division II regulates development standards in residential districts to govern the scenic quality based on lot size, lot coverage, building and structure height, setbacks, landscaping requirements, signs, and other built-environment standards that affect the scenic quality of an urbanized area. The project is designed to comply with applicable development standards for residential zones; however, exceptions to these standards have been requested as part of the California Government Code density bonus provisions. These exceptions are identified in the project description Table 1. The exceptions would not degrade the visual character of the area as the vacant property would be developed with a modern building that would complement the visual quality of the area. Additionally, the proposed landscape would improve the scenic quality in the area. This is considered a less than significant impact.

- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Less than Significant Impact – The site and its surroundings are located in an urbanized environment, with nighttime lighting. The project includes a new five-story mixed use building with attached parking structure. Light and glare from the proposed building would be similar to the light and glare currently produced from the existing residential, commercial, and industrial/ manufacturing uses in the area. The project would be required to comply with the lighting requirements for parking garages of the LBMC, including Section 21.41.259, which requires that all light introduced by the project be directed and shielded. Therefore, the project would not create a new source of light or glare that would adversely affect day or nighttime views in the area. This is considered a less than significant impact.

II. Agriculture and Forestry Resources

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
---------------------------	--------------------------------	--	------------------------------	-----------

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 (1997) prepared by the California Department 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 forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

The project site is located in an urban setting and characterized as an "Urban and Built-Up Land" by the California Department of Conservation, Farmland Mapping and Monitoring Program (California Department of Conservation 2016). Urban and Built-Up Land is characterized by structures with a building density of at least 1 unit to 1.5 acres, such as commercial structures.

Would the project:

- 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?*

No Impact – The project site is not utilized for agriculture production. No farmland is present that would be converted. No impact is identified for this issue area.

- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact – The project site is not zoned for agriculture and is not under a Williamson Act (California Department of Conservation 2017) contract. No impact is identified for this issue area.

- 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))?*

No Impact – The project site is zoned for commercial use and, therefore, not zoned for forest use or timberland production (City of Long Beach 2018). No impact is identified for this issue area.

- d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact – See II. Agricultural Resources, Environmental Issue Area: b) and c).

- 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?*

No Impact – See II. Agricultural Resources, Environmental Issue Area: b) and c).

III. Air Quality

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
---------------------------	--------------------------------	--	------------------------------	-----------

Where available, the significance criteria established by the applicable air quality management district 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

The following analysis is based on the *Anaheim Street and Walnut Avenue Development Project Air Quality/Greenhouse Gas Technical Memorandum* prepared by HDR (Appendix B).

The project is located in the City of Long Beach, an area within the South Coast Air Basin, which includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality regulation in the South Coast Air Basin is administered by South Coast Air Quality Management District (SCAQMD).

The *CEQA Air Quality Handbook* (SCAQMD 1993) was used to determine whether potential air quality impacts of the project are significant. Table 2 lists the daily thresholds for construction and operational emissions that have been established by the SCAQMD.

Table 2. South Coast Air Quality Management District Air Quality Thresholds of Significance

Pollutant	Construction (pounds/day)	Operation (pounds/day)
NO _x	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
CO	550	550

Source: SCAQMD 1993

Notes:

CO=Carbon Monoxide; NO_x=Oxides of Nitrogen; PM_{2.5}=particles of 2.5 micrometers and smaller; PM₁₀=particles of 10 micrometers and smaller; SO_x=Oxides of Sulfur; VOC=Volatile Organic Compounds

SCAQMD has developed localized significance threshold (LST) methodology and mass rate look-up tables by source receptor area that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor area. LSTs are derived based on the location of the activity (i.e., the source receptor area); the emission rates of Oxides of Nitrogen (NO_x), Carbon Monoxide (CO), particles of 2.5 micrometers and smaller (PM_{2.5}), and particles of 10 micrometers and smaller (PM₁₀); the size of the project study area; and the distance to the nearest exposed individual. For this project, the appropriate source receptor area for the LST is the South Coastal Los Angeles County area (Area 4). The nearest sensitive receptors are the short-term healthcare facility immediately to the south and the residences located 15-20 feet west, across from the existing alley. Table 3 lists the LST emission rates for a 2-acre site located within 25 meters of a sensitive use.

Table 3. South Coast Air Quality Management District Localized Significance Thresholds

Pollutant	Construction (pounds/day)	Operation (pounds/day)
NO _x	82	82
CO	585	585
PM ₁₀	7	2
PM _{2.5}	5	1

Source: SCAQMD 1993

CO=Carbon Monoxide; NO_x=Oxides of Nitrogen; PM_{2.5}=particles of 2.5 micrometers and smaller; PM₁₀=particles of 10 micrometers and smaller

Construction Impacts – Construction activities associated with implementation of the project have the potential to create air quality impacts through the use of heavy-duty construction equipment, construction worker vehicle trips, material delivery trips, and heavy-duty haul truck trips generated from construction activities. In addition, earthwork activities would result in fugitive dust emissions, and paving operations and would also release reactive organic gases (ROG) from off-gassing. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources. Table 4 shows typical emissions related to construction phases.

Table 4. Construction Emissions

Phase	CO	ROG	NO _x	PM ₁₀	PM _{2.5}
Site Preparation	8.3	1.7	19.5	3.6	2.1
Grading	7.0	1.4	16.0	3.0	1.8
Building Construction	27.0	4.1	32.0	3.0	1.9
Paving	9.4	0.9	8.5	0.6	0.4
Architectural Coating	4.6	15.8	3.5	0.5	0.3
Peak Day (pound/day)	30.5	19.5	19.5	3.6	2.2
SCAQMD Thresholds	550	75	100	150	55
Exceedance	No	No	No	No	No

Notes:

CO=Carbon Monoxide; NO_x=Oxides of Nitrogen; PM_{2.5}=particles of 2.5 micrometers and smaller; PM₁₀=particles of 10 micrometers and smaller; ROG=Volatile Organic Gases; SCAQMD=South Coast Air Quality Management District

Table 5 shows the construction-related emissions of CO, NO_x, PM₁₀, and PM_{2.5} compared to the LSTs for the South Coastal Los Angeles County area, at a distance of 25 meters. As required by the SCAQMD's Localized Significance Threshold Methodology (SCAQMD 2008), only the on-site construction emissions are included in Table 5.

Table 5. Summary of On-Site Construction Emissions, Localized Significance

Project Phase	Emission Rates (pounds/day)			
	CO	NO _x	PM ₁₀	PM _{2.5}
Site Preparation	7.9	19.5	3.5	2.1
Grading	6.6	16.0	2.9	1.8
Building Construction	21.0	28.2	1.5	1.5
Paving	8.9	8.5	0.5	0.4
Architectural Coating	3.7	3.4	0.2	0.2
Peak Day (pound/day)	24.7	31.6	3.5	2.1
SCAQMD Thresholds	585	82	7	5
Exceeds Daily SCAQMD Threshold?	No	No	No	No

Notes:

CO=Carbon Monoxide; NO_x=Oxides of Nitrogen; PM_{2.5}=particles of 2.5 micrometers and smaller; PM₁₀=particles of 10 micrometers and smaller; SCAQMD=South Coast Air Quality Management District

As identified, the calculated emission rates for the proposed on-site construction activities would not exceed SCAQMD's LSTs; although, fugitive dust emissions generated during construction may cause significant impacts if not properly managed, especially on sensitive receptors near the project site.

Operation Impacts

Long-term air pollutant emission impacts are those associated with stationary sources and mobile sources involving any project-related changes. The proposed project would have potential long-term operational air quality impacts from mobile source emissions associated with project-related vehicular trips and stationary source emissions from on-site energy consumption. Table 6 shows anticipated daily operational emissions.

Table 6. Daily Operational Emissions

Source	CO	NO _x	ROG	SO _x	PM ₁₀	PM _{2.5}
Area	7.9	1.5	2.8	0.0	0.2	0.2
Energy	1.2	0.4	0.0	0.0	0.0	0.0
Mobile	28.2	10.5	2.2	0.1	7.6	2.2
Total	36.2	12.4	5.0	0.1	7.6	2.2
SCAQMD Thresholds	550	55	55	150	150	55
Exceeds Daily SCAQMD Threshold?	No	No	No	No	No	No

Notes:

Columns may not add up due to rounding.

CO=Carbon Monoxide; NO_x=Oxides of Nitrogen; PM_{2.5}=particles of 2.5 micrometers and smaller; PM₁₀=particles of 10 micrometers and smaller; ROG=Reactive Organic Gases; SCAQMD=South Coast Air Quality Management District; SO_x=Oxides of Sulfur

Table 7 identifies the operational emissions of CO, NO_x, PM₁₀, and PM_{2.5} compared to the LSTs for the South Coastal Los Angeles County area at a distance of 25 meters. As required by the SCAQMD's LST Methodology, only the on-site emissions are included in Table 7, which includes all of the area source and energy emissions, and five percent of the on-road emissions. As shown in Table 7, the calculated emissions rates for the proposed on-site operational activities would not exceed the LSTs.

Table 7. Summary of On-Site Operation Emissions, Localized Significance

Project Phase	Emission Rates (pounds/day)			
	CO	NO _x	PM ₁₀	PM _{2.5}
Area	7.9	1.5	0.2	0.2
Energy	1.2	0.4	0.0	0.1
Mobile	1.4	0.5	0.4	0.1
Total (pounds/day)	10.5	2.4	0.6	0.3
SCAQMD Thresholds	585	82	2	1
Exceeds Daily SCAQMD Threshold?	No	No	No	No

Notes:

CO=Carbon Monoxide; NO_x=Oxides of Nitrogen; PM_{2.5}=particles of 2.5 micrometers and smaller; PM₁₀=particles of 10 micrometers and smaller; SCAQMD=South Coast Air Quality Management District

Given the extremely low level of CO concentrations in the project area, project-related vehicular trips are not anticipated to result in the CO concentrations exceeding the state or federal CO standards. Because no CO hot spot would occur, there would be no project-related impacts on CO concentrations.

Would the project:

- a) *Conflict with or obstruct implementation of the applicable air quality plan?*

Less than Significant Impact – An Air Quality Management Plan (AQMP) describes air pollution control strategies to be taken by a city/county or region classified as a nonattainment area. The main purpose of an AQMP is to bring the area into compliance with the requirements of federal and state air quality standards. CEQA requires that certain proposed projects be analyzed for consistency with the AQMP. For a project to be consistent with the 2016 AQMP, the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality. The project's short-term construction and long-term operational emissions would not exceed the SCAQMD's significance thresholds, and implementation of the project would not conflict with the 2016 AQMP. This is considered a less than significant impact.

- b) *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?*

Less than Significant with Mitigation Incorporated - Air pollutant emissions would occur over the short-term from construction activities and would be generated by fugitive dust from site preparation and grading and emissions from equipment exhaust. The short-term air emissions associated with construction activities are below the SCAQMD's threshold of significance; however, fugitive dust emissions generated during construction may cause significant impacts if not properly managed, especially on sensitive receptors near the project site. This potential impact would be considered significant. Long-term regional emissions are associated with project-related vehicular trips and stationary source emissions however, as described in "a" above, these emissions would not exceed the SCAQMD daily thresholds. Implementation of Mitigation Measure AQ-1 would reduce potential short-term construction related significant impacts to a level less than significant.

Mitigation Measure AQ-1: Fugitive Dust Control

During clearing, grading, earthmoving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in the SCAQMD Rule 403. All material excavated or graded shall be sufficiently watered in sufficient quantities to prevent the generation of visible dust plumes. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All material transported on-site or off-site shall be securely covered to prevent excessive amounts of dust. The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized so as to prevent excessive amounts of dust. These control techniques shall be indicated in project specifications.

In addition, where feasible, the following measures will be implemented to reduce fugitive dust emissions;

- Minimize land disturbance
- Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas
- Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes
- Cover trucks when hauling dirt
- Stabilize the surface of dirt piles if not removed immediately
- Limit vehicular paths on unpaved surfaces and stabilize any temporary roads
- Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway
- Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities
- Provide an operational water truck on-site at all times and use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas

While the short-term air quality impacts are below the SCAQMND's thresholds of significance, the following measures shall be implemented as best management practices:

- Minimize unnecessary vehicular and machinery activities
- Ensure that all construction equipment is properly tuned and maintained
- Minimize idling time to 5 minutes, which saves fuel and reduces emissions
- Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators

c) *Expose sensitive receptors to substantial pollutant concentrations?*

Less than Significant Impact - Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics, particulate matter, and CO are of particular concern. The majority of the sensitive receptors adjacent to the project site are short-term healthcare facility immediately to the south, and residences located 15-20 feet to the west across from the existing alley. As discussed above, project emissions related to temporary construction and project operations would not exceed SCAQMD thresholds; therefore, sensitive receptors would not experience significant pollutant concentrations as a result of the project. This is considered a less than significant impact.

d) *Result in other emissions (such as those leading odors) adversely affecting a substantial number of people?*

Less than Significant Impact – Construction of the project could result in emission of odors from construction equipment and vehicles (e.g., diesel exhaust). It is anticipated that these odors would be short-term, limited in extent at any given time, and distributed throughout the project site throughout construction, and, therefore, would not affect a substantial number of individuals. This is considered a less than significant impact.

IV. Biological Resources

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

The project site currently consists of a number of vacant lots surrounded by urban development. The site does not contain any vegetation or native habitat. The site is bare and does not contain ornamental trees or vegetation.

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?*

Less than Significant Impact – The project site is disturbed and surrounded by urban development. Database searches of California Natural Diversity Database (California Department of Fish and Wildlife 2018), Information for Planning and Consultation (U.S. Fish and Wildlife Service 2019), and the Inventory of Rare and Endangered Plants of California (California Native Plant Society 2019) indicate no species identified as candidate, sensitive, or special status have the potential to occur on the project site. Therefore, the project would not have a substantial adverse effect, either directly or indirectly, and impact would be less than significant.

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Impact – As noted above, the project site does not support native habitat. The project site does not contain any riparian habitat or sensitive vegetation communities identified in local or regional plans, policies, or regulations or by California Department of Fish and Wildlife and U.S. Fish and Wildlife Service. No impact is identified for this issue area.

- c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact – As noted above, the project site is located in an urban area. The project site does not contain any natural hydrologic features or state or federally protected wetlands. No impact is identified for this issue area.

- 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 wildlife nursery sites?*

No Impact – The project site is vacant and does not provide nursery habitat. The project is situated in an urban area; therefore, it provides no wildlife movement function. The conversion of the vacant lot to a five-story mixed use building with attached parking structure does not impact wildlife movement. No impact is identified for this issue area.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No Impact – The project site does not provide significant biological resource value identified for conservation and is not located within the Local Coastal Program Planning Areas (City of Long Beach 1973 and 1980, respectively). Therefore, the proposed project is consistent with both the conservation and Local Coastal Program elements of the General Plan. The project site does not support trees subject to city ordinance. No impact is identified for this issue area.

- 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?*

No Impact – There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other local, regional, or state habitat conservation plans in the City of Long Beach; therefore the project would not conflict with any such plans. No impact is identified for this issue area.

V. Cultural Resources

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

The following analysis is based on archival research and consultation with the South Central Coastal Information Center by HDR in February 2019.

Would the project:

- a) *Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?*

Less than Significant with Mitigation Incorporated – Southern California is home to a number of Native American tribes, with Gabrieleno groups having occupied the Long Beach area prior to the arrival of Europeans. The project area has seen extensive development related to commercial enterprises and urban growth over more than 70 years at least.

The proposed project site is a vacant dirt and gravel lot bordered to the north by East Anaheim Street (a major thoroughfare), to the east by Walnut Avenue, to the west by an alley and multi-story commercial buildings, and to the south by a single-story commercial property. Ground disturbance during the proposed project would occur only in areas that have already been heavily disturbed by prior development and land use activities.

A review of historic aerial photographs and topographic maps show that the proposed project area has been heavily developed with commercial buildings since the early 1950s. The west half of the project site was occupied by a warehouse or commercial building until 2007. The east half of the project site has been vacant since 2003. The South Central Coastal Information Center was consulted regarding the proposed project. The response from South Central Coastal Information Center indicated that no historical resources have been previously identified in the proposed project area. Outside the project site, within .25 mile, 16 resources, all historic-age buildings, have been previously recorded. No prehistoric resources have been recorded within .25 mile of the project site. Due to a recent (2014) cultural assessment of the project area and the lack of resources identified, a pedestrian survey of the project area was deemed unnecessary. Nevertheless, the inadvertent discovery of cultural materials or human remains during project-related ground-disturbing activities could result in significant impacts if not properly managed. Implementation of Mitigation Measures CULT-1, CULT-2, and CULT-3 are proposed to reduce potential impacts to a less than significant level.

Mitigation Measure CULT-1: Archaeologist and Monitor

An archaeologist meeting the Secretary of the Interior's Professional Qualification Standards shall be retained by the Project Applicant and approved by the City to oversee and carry out the archaeological mitigation measures set forth in this Mitigated Negative Declaration (MND). The archaeologist shall conduct a pre-grading meeting and shall develop an appropriate monitoring program and schedule. As part of this program, the archaeologist shall select a qualified archaeological monitor to be retained by the Project Applicant and approved by the City.

Mitigation Measure CULT-2: Archaeological Monitoring

The qualified archaeological monitor shall monitor excavation and grading activities on the project site within native soils that have not been previously disturbed. In the event archaeological or cultural resources are unearthed during ground-disturbing activities, the archaeological monitor shall halt or redirect such activities away from the area of the find to allow evaluation. Work may continue outside of the vicinity of the find, at a sufficient distance to be determined by the archaeological monitor as necessary to provide compliance with these mitigation measures and the archaeological monitoring program. Deposits shall be treated in accordance with applicable federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historic resource, the provisions of Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5 shall be implemented.

The archaeologist shall evaluate the discovered resource(s) and if significant, notify the Project Applicant, the City, and the representative of any Native American tribe that is a consulting party to the project under AB 52/SB 18, and then develop an appropriate treatment plan. Treatment plans shall consider preservation of the resource(s) in place as a preferred option. The archaeologist shall then prepare a report to be reviewed and approved by the City and file it with the Project Applicant, the City, and the South Central Coastal Information Center located at California State University, Fullerton. The report shall describe any resource(s) unearthed, the treatment of such resource(s), and the evaluation of the resource(s) with respect to the California Register of Historic Resources and the National Register of Historic Places. If the resource(s) are found to be significant, a separate report detailing the results of the recovery and evaluation process shall be prepared. The City shall designate one or more appropriate repositories for any cultural resources that are uncovered.

Mitigation Measure CULT-3: Unanticipated Discovery of Human Remains

If human remains are discovered during ground-disturbing activities or project construction, work shall be halted within at least 150 feet of the discovery location, and at a greater distance if determined necessary by the archaeological monitor or Native American monitor, and within any nearby area reasonably suspected to overlie human remains (Public Resources Code, Section 7050.5). The Los Angeles County Coroner shall be notified immediately to determine if the cause of death must be investigated. If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws regarding the disposition of Native American burials, which fall within the jurisdiction of the California NAHC (Public Resources Code, Section 5097). In this case, the coroner will contact NAHC. The descendants or most likely descendants (MLD) of the deceased will be contacted, and work will not resume until the MLD has made a recommendation to the Project Applicant regarding appropriate means of treatment and disposition, with appropriate dignity, of the human remains and any associated grave goods, as provided in Public Resources Code, Section 5097.98.

Treatment Measures for remains of Native American origin: Prior to the continuation of ground disturbing activities, the Project Applicant shall arrange with the MLD a designated site location within the footprint of the project site for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth, and a steel plate movable by heavy equipment shall be placed over the excavation opening to protect the remains. If this arrangement not available or feasible, a 24-hour guard should be posted outside of construction hours. The Native American monitor and MLD tribal representative will make every effort to recommend diverting the ground-disturbing activities and keeping the remains in situ and protected. If the ground-disturbing activities cannot be diverted, it may be determined that burials will be removed. The Native American monitor and MLD tribal representative will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the MLD tribal representative, documentation shall be taken which includes, at a minimum, detailed descriptive notes and sketches. Additional types of documentation shall be approved by the MLD tribal representative for data recovery purposes. Cremations will either be removed in bulk or as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the MLD tribal representative and the NAHC. No scientific study or utilization of any invasive diagnostics on human remains is authorized without prior express written permission of the MLD tribal representative.

Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed

upon between the MLD tribal representative and the Project Applicant at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Less than Significant with Mitigation Incorporated – As discussed in V. Cultural Resources: Environmental Issue Area a), unanticipated discovery of archaeological resources during project-related ground-disturbing activities could result in significant impacts if not properly managed. Implementation of Mitigation Measure CULT-1 and CULT-2 are proposed to reduce potential impacts to a less than significant level.

- c) *Disturb any human remains, including those interred outside of formal cemeteries?*

Less than Significant with Mitigation Incorporated – There is no available evidence for the presence of human remains on the project site; however, inadvertent discovery of human remains could result in significant impacts if not properly managed. Implementation of Mitigation Measure CULT-3, as identified in V. Cultural Resources, Environmental Issue Area a), is proposed to reduce potential impacts to a less than significant level.

VI. Energy

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

Would the project:

- a) *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Less than Significant Impact – The project is a new five-story mixed use building with attached parking structure. Construction and operation of the project would result in energy consumption.

Construction

Construction activities would consume electricity and fossil fuels, but would not require consumption of natural gas. The use of construction vehicles and equipment would consume fossil fuels, such as diesel, gasoline, and oil. Water consumption during construction activities would indirectly consume electricity.

When not in use, electric equipment would be shut off to avoid unnecessary consumption of electricity. Energy consumption during construction would be temporary and would cease upon completion of construction activities. Because of the high cost of fuel, construction and maintenance activities would not result in wasteful, inefficient, or unnecessary use of energy, as construction contractors would purchase fuel from local suppliers and would conserve the use of their supplies to minimize the cost of constructing the project. Therefore, construction impacts would be less than significant.

Operation

Operation of the mixed use building would involve consumption of electricity, natural gas, and fossil fuels related to automobile use. During ongoing operation of the project, the project would consume electricity in the form of building energy use, outdoor electricity use, and electricity consumption related to indoor and outdoor water consumption. The project would comply with building energy efficiency standards, including the 2016 Building Energy Efficiency Standards (California Code of Regulations, Title 24, Part 6), effective January 1, 2017, which is mandatory statewide for new residential and nonresidential buildings. The 2016 Title 24 standards align the lighting and efficiency improvements to the residential standards with the American Society of Heating and Air-Conditioning Engineers national standards.

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), also called the CALGreen Code, went into effect on January 1, 2017, and includes mandatory standards for low rise residential buildings. The project would comply with the CALGreen Code, which includes measures to reduce greenhouse gas (GHG) emissions from buildings through site development and reducing energy and water consumption.

As the project site is currently vacant, when compared to existing conditions, the project would increase overall energy consumption. However, the project would include solar-ready roofs that can be equipped with solar panels that would provide a source of on-site renewable energy. In addition, the project would provide 7 electric-vehicle parking spaces for the building and would thus promote alternative fuel consumption for

vehicles operated by building tenants. Therefore, project operation would not result in wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.

b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Less than Significant Impact – As discussed in *Anaheim Street Air Quality/Greenhouse Gas Technical Memorandum* (Appendix B), applicable local regulations and plans that apply to the project include the City of LBMC Section 21.45.400 regarding green buildings and the City of Long Beach Climate Action and Adaptation Plan.

City of Long Beach Municipal Code Section 21.45.400

The LBMC Section 21.45.400 “Green building standards for public and private development” requires that the following type of project shall meet the intent of the U.S. Green Building Council’s Leadership in Energy and Environmental Design certification: a new residential or mixed use building of 50 dwelling units and 50,000 square feet or more of gross floor area. Because the project proposes over 50 dwelling units and 50,000 square feet of gross floor area, the project would be required to meet the intent of Leadership in Energy and Environmental Design at the certified level. In accordance with code requirements, the project would also be required to provide required bicycle parking spaces (or racks) at a ratio of 1 space for every 5 residential units, which means the project would accommodate a total of 18 bicycles. All projects requiring site plan review also need canopy trees for shade coverage, solar-ready roofs, and a designated area for the collection of recyclables adjacent to the area for collection of waste.

City of Long Beach Climate Action and Adaptation Plan

The city is developing a Climate Action and Adaptation Plan that will provide a framework for creating or updating policies, programs, practices, and incentives for Long Beach residents and businesses to reduce the city’s GHG footprint into the future. The CAAP is not adopted yet and any compliance is strictly voluntary at this time. The project would provide for parking spaces (or racks) to accommodate a total of 18 bicycles. As discussed above in VI. Energy, Environmental Issue Area a), the project would provide 7 electric vehicle parking spaces for the mixed use building and would thus promote non-fossil-fuel-related energy consumption for vehicles operated by building tenants. Therefore, as the project would comply with Title 24 and CALGreen, meet Leadership in Energy and Environmental Design certification, and support alternative transportation options, the project would support low carbon development within the City in furtherance of GHG reduction aspirations included in the City’s Climate Action and Adaptation Plan.

The project would comply with mandatory green building standards set by the state, as described VI. Energy, Environmental Issue Area a). Therefore, as the project would meet state mandates regarding energy efficiency in new nonresidential buildings, as well as the city’s Municipal Code and the policies of the city’s Climate Action and Adaptation Plan, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant.

VII. Geology and Soils

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risk to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

Analysis based on review of existing data from California Geological Survey (CGS 1998), the *Preliminary Geotechnical Assessment Report* prepared by HDR (January 2019) (Appendix C), and previous paleontological studies conducted in the area.

Would the project:

- a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death 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?*

No Impact – There are no known active or potentially active faults that have been mapped at the site, and the site is not located within a State of California Earthquake Fault Zone (formerly known as an Alquist-Priolo Special Studies Zone). No impact is identified for this issue area.

- ii) *Strong seismic ground shaking?*

Less than Significant Impact – Although the site is outside of an Earthquake Fault Zone, the principal seismic hazard that could affect the site is ground shaking resulting from an earthquake occurring along one of several major active or potentially active faults in Southern California. The site does have the potential to be exposed to strong seismic shaking; however, the project facilities would be designed consistent with the California Building Code in order to minimize hazards during a seismic event. The California Building Code includes standards related to soils and foundations, structure design, building materials, and structural testing and inspections. This is considered a less than significant impact.

- iii) *Seismic-related ground failure?*

Less than Significant Impact – Although the site is outside of an Earthquake Fault Zone, the principal seismic hazard that could affect the site is ground shaking resulting from an earthquake occurring along one of several major active or potentially active faults in Southern California. The site does have the potential to be exposed to strong seismic shaking that could lead to ground failure; however, the project facilities would be designed consistent with the California Building Code. This is considered a less than significant impact.

- iv) *Landslides?*

No Impact – California Geological Survey (CGS) maps the area outside of a landslide zone (CGS 1998). Due to the relatively flat topography of the existing and proposed conditions, landslide risk is considered low. No impact is identified for this issue area.

- b) *Result in substantial soil erosion or the loss of topsoil?*

No Impact - Due to the relatively flat topography and the lack of exposed slopes, the risk of substantial erosion or loss of topsoil is considered low. No impact is identified for this issue area.

- 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?*

Less than Significant Impact – According to the *Preliminary Geotechnical Assessment Report* (Appendix C) the project site is located outside, but relatively close to an area mapped as liquefiable. Due to relatively shallow groundwater and deep alluvial soil deposits, the site is considered moderately susceptible to liquefaction. A liquefaction analysis should be performed during final design to confirm whether or not the site is susceptible to liquefaction. Additionally, the project site is not known to contain expansive or collapsible soils; however, testing of samples obtained from the site should be performed to confirm that these hazards are not present on the site. If they are found to be present, the final design of the structure should incorporate recommendations to mitigate their effects.

The effects of liquefaction can be properly mitigated with appropriate design. Based on the State of California Special Publication 117A, hazards from liquefaction should be mitigated to the extent required to reduce seismic risk to “acceptable levels.” The acceptable level of risk means, “level that provides reasonable protection of the public safety” [California Code of Regulations Title 14, Section 3721 (a)]. Protection of public safety does not require that structures be resistant to cracking or general distress due to differential movements. As such, a greater allowance for differential movement during liquefaction events is acceptable compared to the design requirements for static conditions. The use of well-reinforced foundations, such as

post-tensioned slabs, spread footings tied together with grade beams, or mat foundations have been proven to adequately provide basal support during liquefaction events comparable to the predicted site event.

Based on the site configuration (relatively flat terrain), the potential for lateral spreading susceptibility is considered to be low. Due to historical oil extraction in the Long Beach area, the site is estimated to have experienced subsidence on the order of about 2 feet (Appendix C). However, the subsidence due to oil extraction has generally been halted due to improved drilling and pumping techniques and policy. The risk of future subsidence at the site is generally considered low.

The project would be required to be constructed in accordance with California Building Code standards, which would ensure that construction of the project would result in less than significant impacts from unstable soils.

- d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risk to life or property?*

Less than Significant Impact – See VII. Geology and Soils, Environmental Issue Area: c).

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact – The alluvial geologic deposits described at the site are not generally considered incapable of supporting alternative wastewater disposal systems. No impact is identified for this issue area.

- f) *Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?*

No Impact – Review of the CGS map of the region (Saucedo et al. 2016) indicates that sediment in the project site consists of artificial fill underlain by *Qom - Old shallow marine deposits on wave-cut surface, undivided (late to middle Pleistocene)*. These poorly consolidated marine deposits are composed mostly of fine- to coarse-grained sand and may locally carry common late Pleistocene molluscan fauna (Addicott 1964). Following Caltrans' paleontological sensitivity scale (Caltrans 2018), these units are considered to have low potential to contain significant vertebrate, significant invertebrate, or significant plant fossils. Rock units designated as having low potential generally do not require monitoring and mitigation. Based on review of previous studies (e.g., DeLong 1939; Smith 2013), the project would not impact any unique paleontological resources or unique geologic features.

VIII. Greenhouse Gas Emissions

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

The following analysis is based on the *Anaheim Street and Walnut Avenue Development Project Air Quality/Greenhouse Gas Technical Memorandum* prepared by HDR (Appendix B).

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. The analysis of GHG emissions, unlike air quality analysis, which is a 'per day' threshold, is an aggregate quantity requiring summation over the total estimated number of work days (i.e., the total number of days that any construction grading vehicle would have an engine running).

For the purposes of determining whether or not GHG emissions from affected projects are adverse, SCAQMD specifies that project emissions must include direct, indirect, and, to the extent information is available, life cycle emissions during construction and operation. Based on this direction, construction emissions were amortized over the life of the project (defined as 30 years), added to the operational emissions, and compared to the applicable GHG significance thresholds.

The SCAQMD's interim thresholds for commercial, residential, mixed use, and industrial development projects are as follows:

- **Industrial projects** – 10,000 metric tons (MT) of carbon dioxide equivalent (CO₂e) per year
- **Residential, commercial, and mixed use projects** (including parks, warehouses, etc.) – 3,000 MT CO₂e per year

The project is a mixed use building with attached parking structure. Thus, for purposes of this analysis, both direct and indirect GHG emissions from the project are discussed in the context of the 3,000 MT threshold levels.

Construction Emissions

Construction of the project would result in temporary emissions associated with diesel engine combustion from mass grading and site preparation construction equipment would be assumed to occur for engines running at the correct fuel-to-air ratios (the ratio whereby complete combustion of the diesel fuel occurs). Construction-related GHG emissions include site preparation, excavation, and associated construction of the proposed mixed use building.

The most recent version of the California Emissions Estimator Model® (CalEEMod) model (Version 2016.3.2) was used to calculate the construction emissions. Table 8 quantifies the expected GHG emissions from construction activities. As shown in Table 8, construction of the proposed project would generate 534 MT of CO₂e. Amortized over a 30-year period, the approximate life of the project, the yearly contribution to GHG from the construction of the build alternatives with an at-grade concourse would be 16.5 MT of CO₂e per year.

Table 8. Construction Greenhouse Gas Emissions

Year	Pollutant Emissions (Metric Tons/year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
2019	323.1	0.05	0.0	324.2
2020	209.5	0.03	0.0	210.2
Total	532.6	0.08	0.0	534.4

Notes:

CH₄=methane; CO₂=carbon dioxide; CO₂e=carbon dioxide equivalent; N₂O= nitrous oxide

Operational Emissions

The operational GHG emission estimates were also calculated using CalEEMod. The following activities associated with the project could directly or indirectly contribute to the generation of GHG emissions:

- **Gas, Electricity, and Water Use:** Natural gas use results in the emissions of two GHGs: methane (CH₄; the major component of natural gas) and carbon dioxide (CO₂) from the combustion of natural gas. Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. Annual electricity emissions were estimated using the reported GHG emissions per kilowatt-hour for Southern California Edison; the supplier would provide electricity for the project.
- **Solid Waste Disposal:** Solid waste generated by the project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy for transporting and managing the waste, and they produce additional GHGs to varying degrees. Landfilling, the most common waste management practice, results in the release of CH₄ from the anaerobic decomposition of organic materials. CH₄ is 21 times more potent a GHG than CO₂. However, landfill CH₄ can also be a source of energy. In addition, many materials in landfills do not decompose fully, and the carbon that remains is sequestered in the landfill and not released into the atmosphere.
- **Motor Vehicle Use:** Transportation associated with the project would result in GHG emissions from the combustion of fossil fuels in vehicle trips. The project would result in GHG emissions through the vehicular traffic generated.
- **Combined Emissions:** The GHG emission estimates presented in Table 9 show the emissions associated with the level of development at build-out. Appendix B of the *Anaheim Street and Walnut Avenue Development Project Air Quality/Greenhouse Gas Technical Memorandum* includes the annual CalEEMod calculations for GHG emissions. Table 9 shows that project operations would result in average annual emissions of 1,997 metric tons of CO₂e per year.

The total annual GHG emissions of 1,997 MT of CO₂e is less than the county's screening threshold of 3,000 MT of CO₂e per year. Therefore, the proposed project will have a less than significant individual and cumulative impact for GHG emissions.

Table 9. Annual Greenhouse Gas Emissions

Source	Pollutant Emissions (metric tons/year)					
	Bio-CO ₂	NBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Construction Emissions Amortized over 30 Years	0.0	17.8	17.8	0.003	0.00	17.8
Operational Emissions						
Area Sources	0.00	22.6	22.6	0.00	0.00	22.8
Energy Sources	0.00	470.6	470.6	0.0	0.00	472.5
Mobile Sources	0.00	1,302.6	1,302.6	0.1	0.00	1,304.2
Waste Sources	48.2	0.00	48.2	2.8	0.00	119.4
Water Usage	2.6	48.8	51.4	0.3	0.0	60.1
Total Operational Emissions	50.8	1,844.6	1,895.4	3.2	0.0	1,979.0
Total Project Emissions	50.8	1,862.4	1,913.2	3.2	0.0	1,996.8

Notes:

Columns may not add up due to rounding.

CH₄=methane; CO₂=carbon dioxide; CO₂e=carbon dioxide equivalent; N₂O= nitrous oxide

Would the project:

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?*

Less than Significant Impact - Construction activities would generate GHG emissions from equipment use and transportation of workers travelling to and from the project site. The amount of GHG emissions that would be generated is not anticipated to be substantial due to the temporary nature of construction. Operation of the project would result in annual emissions below the county's screening threshold of 3,000 MT of CO₂e per year. Therefore, the proposed project will have a less than significant individual and cumulative impact for GHG emissions.

- b) *Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Less than Significant Impact - As discussed in the *Anaheim Street and Walnut Avenue Development Project Air Quality/Greenhouse Gas Technical Memorandum* (Appendix B), there are several state and local plans and regulations in place to reduce the emissions of GHGs. As discussed in VI. Energy, Environmental Issue Area b), the project is in compliance with the LBMC Section 21.454.400 and the proposed CAAP. Therefore, the project does not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHG. This impact is considered less than significant.

IX. Hazards and Hazardous Materials

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

The following analysis is based on the *Phase I Environmental Site Assessment* (Appendix D) and the *Limited Phase II Environmental Site Assessment* (Appendix E) prepared by SCS Engineers.

Would the project:

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less than Significant Impact – The project would involve the construction of a mixed-use building and attached parking structure, which would not typically involve the use or storage of large quantities of hazardous materials. During construction, the use of potentially hazardous materials such as fuels, lubricants, and solvents would occur. The transport, use, and storage of hazardous materials would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Under the Zoning Regulations 21.33, the project would be required to ensure that any materials or wastes that could cause fumes, dust, create fire hazards, or may be edible/attractive to rodents or insects would be kept outdoors in closed and containers approved by the Director of Planning and Building. Adherence to these requirements would reduce impacts to a less than significant level.

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?*

Less than Significant Impact – See IX Hazards and Hazardous Materials: Environmental Issue Area a).

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less than Significant Impact – Lincoln Elementary School is 0.2 mile west of the project site; however, the proposed project would not involve the emission of hazardous materials. As discussed in Environmental Issue Area a), the transportation, use, and storage of hazardous materials would be conducted in accordance with all applicable state and federal laws. This is considered a less than significant impact.

- 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?*

Less than Significant Impact – Pursuant to Government Code Section 65962.5, the following databases were checked for known hazardous materials contamination at the project site:

- Comprehensive Environmental Response, Compensation, and Liability Act Information System
- Geotracker (leaking and underground storage tanks [LUST])
- The Department of Toxic Substances Control's Site Mitigation and Brownfields Database

The Comprehensive Environmental Response, Compensation, and Liability Act database showed no evidence of toxic substances at the project site.

Geotracker shows that there are no LUSTs or hazardous waste deposits on the project site; however, there are two LUST cleanup sites within 0.25 mile of the project site.

- LB Fire Station #10 (T0603701942) – LUST cleanup site, located at 1417 Peterson Avenue, is listed as status open remediation as of 4/4/2001. The potential contaminant of concern is diesel.
- Gaviota Heights (T0603701963) – LUST cleanup site, located at 1200 Gaviota Avenue, is listed as completed, case closed.

The Department of Toxic Substances Control Site Mitigation and Brownfields Database showed no evidence of clean-up programs on the project site. This is considered a less than significant impact.

- 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 or excessive noise for people residing or working in the project area?*

No Impact – The project site is located more than 2 miles southwest of the Long Beach Airport. The site is not within the airport land use planning area for the airport. The proposed apartment building would have a maximum height of 59 feet and would not interfere with airport operations, alter air traffic patterns, or in any way conflict with established Federal Aviation Administration flight protection zones. No impact is identified for this issue area.

- f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less than Significant Impact – The project would not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project includes design features that would maintain access for emergency vehicles. The design features would be reviewed and approved by the Long Beach Fire Department to ensure that emergency access meets city standards. This is considered less than significant.

- g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

No Impact – The city is an urbanized community and there are no wild lands in the project site vicinity. There would be no risk of exposing people or structures to a significant risk of loss, injury, or death involving wild land fires. No impact is identified for this issue area.

X. Hydrology and Water Quality

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. 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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

Would the project:

- a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Less than Significant Impact– Construction related activities such as site preparation, grading and paving associated with the project would occur and could result in temporary soil erosion that could subsequently degrade water quality. During a storm event, soil erosion could occur at an accelerated rate. Additionally, construction related pollutants such as chemicals, petroleum products, and concrete-related waste could leak, spill, or be transported via storm runoff into drainages.

Construction of the project would disturb more than one acre of soil, therefore the project would be required to obtain coverage under the National Pollutant Discharge Elimination System Construction General Permit, which requires the preparation of a Stormwater Pollution Prevention Plan and implementation of construction best management practices (BMP). Additionally, the project would comply with all requirements of the LBMC related to stormwater management, the city's Stormwater Management Plan and the city's Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges from the City of Long Beach (City of Long Beach MS4 Permit) (City of Long Beach 2001).

Due to the increase in impervious surfaces, the project would be required to implement post-construction BMPs to mitigate stormwater pollution during operation and prepare a Low Impact Development (LID) Plan or equivalent, in compliance with the City of Long Beach LID BMP Design Manual (Long Beach Development Services 2013).

Compliance with these requirements would reduce potential impacts on water quality during construction to a level less than significant.

- b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Less than Significant Impact – The City of Long Beach Water Department would provide water service to the project site and the project would not deplete groundwater supplies. According to the *Preliminary Geotechnical Assessment Report* prepared for the project (Appendix C), three groundwater wells exist within approximately 1 mile of the site with depths to groundwater ranging from about 20 to 30 feet below the ground surface. Therefore the project would not interfere with groundwater recharge. Impacts are considered less than significant.

- 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 through the addition of impervious surfaces, in a manner which would:*

- i) *Result in substantial erosion or siltation on- or off site?*

Less than Significant Impact – The project area is heavily urbanized area and the project site has been previously developed. The project is located within the Dominguez Channel Watershed (Dominguez Channel Watershed Management Area Group 2014). As discussed in X. Hydrology and Water Quality: Environmental Issue Area a), the project would be required to comply with the National Pollutant Discharge Elimination System requirements and local regulations, which would reduce both the amount and concentration of pollutants from site runoff. Impacts are considered less than significant.

- ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

Less than Significant Impact – See X. Hydrology and Water Quality: Environmental Issue Area ci).

- iii) *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?*

Less than Significant Impact – See X. Hydrology and Water Quality: Environmental Issue Area ci).

- iv) *Impede or redirect flood flows?*

Less than Significant Impact – See X. Hydrology and Water Quality: Environmental Issue Area ci).

- d) *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to projects inundation?*

Less than Significant Impact – The project site is in Federal Emergency Management Agency Flood Zone X, minimal flood hazard, which is outside the 100-year flood plain. There are three flood-control dams that lie more than 30-miles upstream from the city, including Sepulveda Basin, Hansen Basin, and Whittier Narrows Basin. In the unlikely event that these dams fail, the waters would be expected to dissipate before

reaching the City of Long Beach. (City of Long Beach 1975b). The project site is located in a low hazard area for tsunamis, seiches, or mudflow and would not risk release of pollutants (City of Long Beach 1975b). The project site is located approximately 1.5 miles from the coastline and 1.75 miles from the Los Angeles River. Therefore, the potential for hazards associated with direct wave action in the event of a tsunami is low. Conditions under the proposed project would be similar to the existing conditions and would not increase the potential of site inundation. Although unlikely, if it were to occur during construction, people would be given sufficient warning to evacuate the project site by the West Coast and Alaska Tsunami Warning Centers, which monitor earthquakes and issue tsunami warnings when anticipated to occur. Impacts are considered less than significant.

- e) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Less than Significant Impact - The project would comply with all requirements of the City of Long Beach Municipal Code related to water quality, the city's Urban Water Management Plan (City of Long Beach 2015), the city's Stormwater Management Plan, and the city's *Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges from the City of Long Beach* (City of Long Beach MS4 Permit). Due to the increase in impervious surfaces, the project would be required to implement post-construction BMPs to mitigate stormwater pollution during operation and prepare an LID Plan or equivalent, in compliance with the *City of Long Beach LID BMPs Design Manual* (Long Beach Development Services 2013). See X. Hydrology and Water Quality: Environmental Issue Area a) for more information. Impacts are considered less than significant.

XI. Land Use and Planning

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

The project site is within the central community of the City of Long Beach and is not included in any specific planning elements of the City of Long Beach General Plan. The Central Community Plan Area includes a mixture of residential uses at varying densities, from single-family homes to apartment complexes.

Would the project:

- a) *Physically divide an established community?*

No Impact – The project site is located within the heavily urbanized community of Central. The project is in an infill development on parcels that were previously developed. The project would not physically divide an established community. No impact is identified for this issue area.

- b) *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Less than Significant Impact– The project consists of the construction of a new mixed-use building with a maximum of five stories and an attached three-story parking structure. The project site is not located in a coastal zone and is not subject to the Local Coastal Program. The project would require discretionary actions, including Zone Changes of three existing parcels, the northern portion of a large parcel on East Anaheim Street and one parcel on Walnut Avenue from CCP District to CCN District; two existing parcels on Walnut Avenue and the southern portion of the large parcel on East Anaheim Street from R-2-N Two-Family Residential to CCN; and parking requirements to allow for reduced number of parking spots provided for residents, along with greater allowed housing density. The project would consist of 100 percent affordable housing units and would take advantage of the density bonus offered by state law (California Government Code §65915) for such project.

The project also would take advantage of the provisions of state law that require local government to grant development standards waivers and additional development standards concessions for affordable housing projects (§65915) and commercial development partnered with affordable housing project (§65917.5) if the strict application of normal development standards would preclude the project from being feasible. The applicant is requesting waivers and concessions in the following areas (i.e., the project does not comply with the city's established development standards in these areas):

- Building setbacks (front, side, street side, and rear)
- Building step-backs for 2nd, 3rd, and 4th+ stories (rear)
- Required private open space area/amounts
- Screening standards for private open space
- Privacy standards between facing windows of separate dwelling units (interior courtyard-facing units)

- Residential parking count (110 required, 96 provided)
- Commercial parking count (36 required, 60 provided)

The required entitlements are site-specific and an allowable discretionary action and would not conflict with applicable land use plans, policies or regulations; as they would not result in broader changes to the goals, policies and programs.

As discussed in the Anaheim Street and Walnut Avenue Development Project Noise and Vibration Technical Memorandum (Appendix F) the project would conflict with the *City of Long Beach General Plan* Noise Element (City of Long Beach 1975a) and the LBMC. The proposed residential units would be constructed within 40 feet of the centerline of Anaheim Street, which would expose the residential units to noise levels of up to 72 dBA CNEL. This exceeds the noise limits identified in the LBMC Section 8.80.150 and 8.80.160. Additionally, the Noise Element includes goals to reduce the level of outdoor noise exposure the population is subjected to, to achieve greater indoor quietness in multiple dwelling residential buildings, and discouraging within transportation noise zones the development of noise sensitive uses that cannot be sufficiently insulated against externally generated noise at reasonable cost. However, this conflict would not create a significant impact on the environment and impacts would be less than significant. In order to comply with the LBMC and the *City of Long Beach General Plan* Noise Element, Recommended Condition LU-1 I is proposed to reduce impacts on residential units.

Recommended Condition LU-1 Noise Reduction

Windows and doors with a Sound Transmissions Class of 32 or higher shall be installed in the residential uses facing Anaheim Street.

XII. Mineral Resources

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

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?*

No Impact – There are no mineral resources found the project site. The City of Long Beach is located in Oil and Gas District 1. The California Department of Conservation Division of Oil, Gas, and Geothermal Resources well finder (California Department of Conservation 2018) indicates that the project site is not located on any active oil fields. The project would not result in the loss of availability of a locally-important mineral. Additionally, the project site is located on the San Gabriel Production-Consumption Region, however; it is not in an area where significant Portland Cement Concrete-Grade aggregate resources are located (an MRZ-2 area) (Kohler 2010). There are no active mine operations in the project area (Division of Mine Reclamation 2016). Therefore, the project site does not contain significant mineral resources that would cause a loss of value to the region. No impact is identified for this issue area.

- 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?*

No Impact – See XII. Mineral Resources, Environmental Issue Area: a).

XIII. Noise

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

The following analysis is based on the *Anaheim Street and Walnut Avenue Development Project Noise and Vibration Technical Memorandum* prepared by HDR (Appendix F). The analysis uses the 65 L_{max} (maximum A-weighted decibels [dBA]; District One) nighttime threshold for determining impacts from on-site activities.

Noise

Noise is generally defined as unwanted sound. To account for the large pressure response range of the human ear, noise levels are presented on a logarithmic scale expressed in units of decibels (dB). Because the human ear does not perceive every frequency with equal loudness, sounds are often adjusted with a weighting filter. The A-weighted filter is applied to compensate for the frequency response of the human auditory system, known as dBA. An inherent property of the logarithmic decibel scale is that the sound pressure levels of two separate sources are not directly additive. For example, if a sound of 50 dBA is added to another sound of 50 dBA in the proximity, the result is a 3-decibel increase (or 53 dBA), not an arithmetic doubling to 100 dBA. Additional noise metrics are defined below.

- **Equivalent Continuous Sound Level (L_{eq}):** the energy-averaged, A-weighted sound level over a specified time period, also conventionally expressed as dBA.
- **L_{max} :** The maximum A-weighted sound level, as determined during a specified measurement period.
- **Day-Night Average Sound Level (L_{dn}):** The L_{dn} is the average hourly A-weighted L_{eq} for a 24-hour period with a 10 dB penalty added to sound levels occurring during the evening hours (7:00 p.m. to 10:00 p.m.) to account for individuals' increased sensitivity to noise levels during nighttime hours.
- **Community Noise Equivalent Level (CNEL):** Another average A-weighted L_{eq} sound level measured over a 24-hour period, adjusted to account for some individuals' increased sensitivity to noise levels during the evening and nighttime hours; adding 5 dB to sound levels occurring during evening hours (7:00 p.m. to 10:00 p.m.) and 10 dB to noise levels occurring during nighttime hours (10:00 p.m. to 7:00 a.m.).

The human ear perceives changes in sound pressure level relative to changes in “loudness,” scientific research demonstrates the following general relationships between sound level and human perception for two sound levels with the same, or very similar, frequency characteristics:

- A 1 dBA change is the practical limit of accuracy for sound measurement systems and corresponds to an approximate 10-percent variation in the sound pressure level. A 1 dBA increase or decrease is a non-perceptible change in sound.
- A 3 dBA increase or decrease is a doubling (or halving) of acoustic pressure level and it corresponds to the threshold of change in loudness perceptible in a laboratory environment. In practice, the average person is not able to distinguish a 3 dBA difference in environmental sound outdoors.
- A 5 dBA increase or decrease is described as a perceptible change in sound level and is a discernible change in an outdoor environment.
- A 10 dBA increase or decrease is a tenfold increase or decrease in acoustic pressure level but is perceived as a doubling or halving in loudness (i.e., the average person would judge a 10 dBA change in sound level to be twice or half as loud).

A dBA increase or decrease is a doubling (or halving) of sound pressure level and it corresponds to the threshold of change in loudness perceptible in a laboratory environment. In practice, the average person is not able to distinguish a 3 dBA difference in environmental sound outdoors. An increase of 3 dBA is considered to be a significant off-site traffic noise impact requiring mitigation. The City has not established an exterior CNEL noise standard for office uses. Therefore, for the purposes of this analysis, a significant on-site noise impact (assumed to be generated from project-related traffic) would occur if the interior noise exceeds 45 dBA CNEL.

Certain land uses are considered more sensitive to noise than others. Examples of these types of land uses include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The project site is located in an urban area. The closest off-site sensitive land uses are short-term healthcare facility immediately to the south, and residences located 15-20 feet to the west across from the existing alley.

The LBMC (Chapter 8.80, Noise), establishes exterior and interior noise limits for the generation of sound within the city. The analysis uses the 65 dBA L_{max} nighttime threshold for determining the impacts from on-site activities. The levels listed in the table are for events lasting 30 minutes within an hour. The maximum noise levels are 20 dB higher. Exterior noise limits are summarized in Table 10.

Table 10. Exterior Noise Limits

Receiving Land Use District	Time Period	Noise Level (dBA)	L_{max} (dBA)
District One	Night (10 p.m. to 7 a.m.)	45	65
	Day (7 a.m. to 10 p.m.)	50	70
District Two	Night (10 p.m. to 7 a.m.)	55	75
	Day (7 a.m. to 10 p.m.)	60	80
District Three	Any time	65	85
District Four	Any time	70	90
District Five	Regulated by other agencies and laws		

Notes:

District One: Predominantly residential with other land use types also present

District Two: Predominantly commercial with other land use types also present

District Three and Four: Predominantly industrial with other land use types also present

District Five: Airports, freeways, and waterways regulated by other agencies

District Three and Four limits are intended primarily for use at their boundaries rather than for noise control within those districts

dBA=A-weighted decibels; L_{max} =maximum A-weighted sound-level

The LBMC forbids any person within the city limits to create outdoor sound that causes the noise levels to exceed:

1. The noise standard for that land use district as specified in Table 10 for a cumulative period of more than 30 minutes in any hour.
2. The noise standard plus 5 decibels for a cumulative period of more than 15 minutes in any hour.
3. The noise standard plus 10 decibels for a cumulative period of more than 5 minutes in any hour.
4. The noise standard plus 15 decibels for a cumulative period of more than 1 minute in any hour.
5. The noise standard plus 20 decibels or the maximum measured ambient, for any period of time.

Interior noise limits are summarized in Table 11 below.

Table 11. Interior Noise Limits

Receiving Land Use District	Type of Land Use	Time Interval	Allowable Interior Noise Level (dBA)
All	Residential	10 p.m. to 7 a.m. 7 a.m. to 10 p.m.	35 45
All	School	7 a.m. to 10 p.m. (while school is in session)	45
Hospital, designated quiet zones, and noise sensitive zones	—	Any time	40

Notes:

dBA=A-weighted decibels

The LBMC forbids any person within the city limits to create indoor sound that causes the noise levels to exceed:

1. The noise standard for that land use district as specified in Table 11 for a cumulative period of more than 5 minutes in any hour.
2. The noise standard plus 5 dB for a cumulative period of more than 1 minute in any hour.
3. The noise standard plus 10 dB or the maximum measured ambient, for any period of time.

Construction Noise Limits

Section 8.80.202 of the LBMC restricts construction activities to weekdays between the hours of 7:00 a.m. and 7:00 p.m. and Saturdays, between 9:00 a.m. and 6:00 p.m., except for emergency work. Construction work on Sundays is prohibited unless the city's Noise Control Officer issues a permit. The permit may allow work on Sundays between 9:00 a.m. and 6:00 p.m.

Vibration

Vibration Annoyance. Ground-borne noise is the vibration of floors and walls that may cause rattling of items such as windows or dishes on shelves, or a rumbling noise. The rumbling is created by the motion of the room surfaces, which act like a giant loudspeaker. The Federal Transit Authority provides criteria for acceptable levels of ground-borne vibration based on the relative perception of a vibration event for vibration-sensitive land uses (Table 12).

Table 12. Groundborne Vibration and Noise Impact Criteria – Human Annoyance

Land Use Category	Max Lv (VdB) ¹	Description
Workshop	90	Distinctly felt vibration. Appropriate to workshops and non-sensitive areas.
Office	84	Felt vibration. Appropriate to offices and non-sensitive areas.
Residential – Daytime	78	Barely felt vibration. Adequate for computer equipment.
Residential – Nighttime	72	Vibration not felt, but ground-borne noise may be audible inside quiet rooms.

Notes:

¹ As measured in 1/3-octave bands of frequency over the frequency ranges of 8 to 80 Hz

Hz=Hertz; VdB=vibration decibels

Vibration-Related Structural Damage. The level at which ground-borne vibration is strong enough to cause structural damage has not been determined conclusively. The most conservative estimates are reflected in the Federal Transit Authority standards, shown in Table 13 below. According to the Caltrans' *Transportation Related Earthborne Vibration* (Caltrans 2002), extreme care must be taken when sustained pile driving occurs within 25 feet of any building; the threshold at which there is a risk of architectural damage to normal houses with plastered walls and ceilings is 0.2 in/sec.

Table 13. Groundborne Vibration and Noise Impact Criteria – Structural Damage

Building Category	PPV (in/sec) ¹	VdB
I. Reinforced concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Nonengineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Notes:

¹ Root Mean Square velocity calculated from vibration level (VdB) using the reference of one microinch/second

PPV=peak particle velocity; VdB=vibration decibels

The primary existing noise sources in the project area are transportation facilities. Traffic on Anaheim Street and Walnut Avenue is the dominant source contributing to area ambient noise levels. Noise from motor vehicles is generated by engine vibrations, the interaction between the tires and the road, and the exhaust system.

Would the project:

- a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less than Significant with Mitigation Incorporated – Noise generated by the project would consist of (1) short duration noise resulting from construction activities and (2) long-term noise from on-site stationary sources and off-site traffic noise from vehicles operated by employees using the proposed industrial buildings. Airborne noise dissipates with increasing distance from the noise source.

Construction

Construction noise, although temporary, can potentially affect nearby sensitive receptors, such as residences closest to the project site. Project construction would require the use of heavy equipment that may be periodically audible at off-site locations. Received noise levels would fluctuate, depending on the construction activity, equipment type, and distance between noise source and receiver. Additionally, noise from

construction equipment would vary dependent on the construction phase and the number and type of equipment at a location at any given time.

The nearest sensitive receptors to the project site is the short-term healthcare facility located on the southern property line. At its closest point, the construction activity would be located within 50 feet of this land use. The average distance from the construction activities on the project site to these sensitive land uses on a daily basis is approximately 125 feet. Construction noise would attenuate with increased distance from the noise sources.

Maximum noise levels at 50 feet and composite L_{eq} noise levels at 125 feet represented in Table 14 were evaluated assuming spherical free-field spreading. As a general construction practice, functional mufflers are anticipated to be maintained on all equipment to attenuate noise levels as low as reasonably achievable. As shown in Table 14, during the loudest construction phase, the maximum noise level is projected to be 85.0 dBA L_{max} , and the average level is projected to be 75.5 dBA L_{eq} . This potential impact is considered significant.

Table 14. Project Construction Noise Levels by Phase

Phase	Equipment ¹			Composite Sound Level ³	
	Type	Quantity	L_{max} at 50 feet ²	L_{max} at 150 feet ²	L_{eq} at 500 feet
Site preparation	Dozer	3	81.7	72.1	64.9
	Loader	4	79.1		
Grading	Scraper	1	83.6	75.5	64.4
	Grader	1	85.0		
	Dozer	1	81.7		
Building construction	Crane	2	80.6	71.1	63.4
	Forklift	3	74.7		
	Generator	1	80.6		
	Loader	3	79.1		
	Welder	1	74.0		
Paving	Paver	2	77.2	70.5	61.6
	Paving equipment	2	77.2		
	Roller	2	80.0		
Architectural coating	Compressor	2	80.6	71.1	60.6

Notes:

¹ Equipment mix obtained from the CalEEMod emission calculations prepared for the project (Appendix F).

² Measured L_{max} at given reference distance obtained from the 2006 FHWA Roadway Construction Noise Model.

³ Distance factor determined by the inverse square law defined as 6 dBA per doubling of distance as sound travels away from an idealized point.

L_{eq} =equivalent continuous sound level; L_{max} =maximum A-weighted sound level

Compliance with the Mitigation Measure NOI-1 would require limited work hours, which would result in a less than significant impact. Although construction noise would be higher than the ambient noise in the project vicinity, construction noise is naturally short-term and would cease to occur once project construction is complete and is therefore considered less than significant with implementation of Mitigation Measures NOI-1.

Mitigation Measure NOI-1: City Noise Construction Compliance

Construction shall be limited to the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and Saturdays, between 9:00 a.m. and 6:00 p.m., in accordance with city standards. No construction activities

shall occur outside of these hours or on federal holidays. Construction work on Sundays is prohibited unless the City of Long Beach's Noise Control Officer issues a permit. The permit may allow work on Sundays between 9:00 a.m. and 6:00 p.m.

The following measures shall be implemented by the contractor to reduce potential construction noise impacts on nearby sensitive receptors.

- During all site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

Traffic noise associated with project construction is not anticipated to be a significant source of noise. Traffic noise is not greatly influenced by lower levels of traffic, such as those associated with the project's construction effort. For example, traffic levels would have to double for traffic noise on adjacent roadways to increase by 3 dBA. The project's construction traffic on adjacent roadways would increase hourly traffic volumes by much less than a factor of two; therefore, the increase in construction related traffic noise would be less than 3 dBA and is not significant.

Operation

Project-related long-term vehicular trip increases are anticipated to be minimal when distributed to adjacent street segments. The Federal Highway Administration highway traffic noise prediction model (Federal Highway Administration RD-77-108) was used to evaluate highway traffic-related noise conditions along the roadway segments in the project vicinity. The typical vehicle mix for Southern California was used. An increase of 3 dBA is considered to be a significant off-site traffic noise impact requiring mitigation. Table 15 shows that the project-related traffic noise level increase would be 0.1 dBA or less for all analyzed roadway segments for the existing condition with project traffic. Therefore, no significant off-site traffic noise impacts would occur under existing year conditions.

Table 15. Existing With Project Traffic Noise Levels

Roadway Segment	Average Daily Traffic	Centerline to 70 CNEL (feet)	Centerline to 65 CNEL (feet)	Centerline to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Project Related Increase CNEL (dBA)
Anaheim Street between Alamitos Avenue and Orange Avenue	24,950	55.7	176.3	557.4	69.1	0.1
Anaheim Street between Orange Avenue and Gundry Court	24,710	55.2	174.6	552.1	69.1	0.1
Anaheim Street between Gundry Court and Peterson Avenue	25,370	56.7	179.2	566.8	69.2	0.1
Anaheim Street between Peterson Avenue and Walnut Avenue	25,170	56.2	177.8	562.3	69.2	0.1

Table 15. Existing With Project Traffic Noise Levels

Roadway Segment	Average Daily Traffic	Centerline to 70 CNEL (feet)	Centerline to 65 CNEL (feet)	Centerline to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Project Related Increase CNEL (dBA)
Anaheim Street east of Walnut Avenue	24,990	55.8	176.6	558.3	69.1	0.1
Walnut Avenue North of Anaheim Street	3,890	<50	<50	62.7	60.5	0.1
Walnut Avenue South of Anaheim Street	3,890	<50	<50	62.7	60.5	0.1

Notes:

CNEL=community noise equivalent level; dBA=A-weighted decibels

Operation of the project would result in some acoustic emissions. On-site stationary noise would include building heating, ventilation, and air conditioning systems and parking lot usage, including door closing/slamming, horn honking, and car alarms. Heating, ventilation, and air conditioning systems typically result in noise levels that average between 50 and 60 dBA L_{max} at 50 feet from the equipment. Parking lots typically generate noise levels of up to 70 dBA L_{max} at 50 feet.

The closest sensitive receptors to the project site, the residential uses to the south, are located within 50 feet of the on-site stationary sources. In addition, there are existing residences located to the west at a distance of approximately 50 feet. The safety barriers and proposed landscaping along the edge of the parking structure would reduce the parking lot noise by 5-8 dB to 62 to 65 dBA L_{max} . Therefore, the proposed project's stationary source noise impacts would not exceed the city's nighttime threshold of 65 dBA L_{max} . Operation of the project would result in some acoustic emissions but would not result in vibration emissions.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant with Mitigation Incorporated – Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement. The effects of ground-borne vibration include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration-related problems generally occur due to resonances in the structural components of a building because structures amplify ground-borne vibration.

Table 16 lists the vibration source amplitudes for construction equipment. As pile driving is not required, the highest reference peak particle velocity for the proposed project would be 0.210 inches per second associated with on-site vibration rollers.

Table 16. Vibration Source Amplitudes for Construction Equipment

Equipment	PPV at 25 feet (inch/second)	Approximate L_v^1 at 25 feet (VdB)
Pile driver (impact) – upper range	1.518	112
Pile driver (impact) – typical	0.644	104
Pile drive (sonic) – upper range	0.734	105
Pile drive (sonic) – typical	0.170	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill (slurry wall) – in soil	0.008	66
Hydromill (slurry wall) – in rock	0.017	75

Table 16. Vibration Source Amplitudes for Construction Equipment

Equipment	PPV at 25 feet (inch/second)	Approximate Lv ¹ at 25 feet (VdB)
Vibratory roller	0.210	94
Hoe ram	0.089	87
Large bulldozer	0.089	87
Caisson drilling	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Federal Transit Administration 2018

Notes:

¹ Root mean square velocity in decibels (VdB) re 1 micro-inch/second

Lv=vibration level; PPV=peak particle velocity; VdB=RMS velocity calculated from vibration level

The residential structures to the south of the project site would be located approximately 50 feet from project construction areas that would require the use of rollers. Distance attenuation would reduce the construction vibration levels from the proposed project to 0.074 in/sec. This level is much lower than the 0.12 in/sec threshold listed in Table 13 for buildings extremely susceptible to vibration damage. Therefore, project construction would not result in vibration impacts to the surrounding structures.

Following the Federal Transit Administration vibration guidance, at 50 feet, the roller vibration level would be reduced from 94 to 85 VdB. This level would exceed the Federal Transit Administration's daytime annoyance threshold of 78 VdB, as described in Table 12. Implementation of Mitigation Measure NOI-1 would ensure that the potential annoyance from construction vibration is reduced to the greatest extent feasible and limited to daytime hours.

- c) *For a project located within the vicinity of a private airstrip or 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?*

Less than Significant Impact – The project site is located approximately 2.5 miles southwest of the Long Beach Airport. Based on the airport's influence area map, the project site would be located outside of the 65 dBA CNEL noise contour. Therefore, aircraft noise levels would be below a level of significance.

XIV. Population and Housing

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

The project site is located in the City of Long Beach, which has a land area of approximately 50 square miles in Los Angeles County (City of Long Beach 2017). According to the California Department of Finance, in 2018, the population of the city was estimated at 478,561, compared to an estimate of 10,283,729 for the entire county. From 2017 to 2018, the percentage change in population for both the city county-wide was 1% (California Department of Finance 2018).

In 2018, housing units in the city totaled 177,245, compared to 3,546,853 for all of Los Angeles County (California Department of Finance 2018). From 2013 to 2017, the homeownership rate for the city was 40% and the homeownership rate for Los Angeles County in its entirety was 45.9%. For the city, the percentage of housing units in multi-unit structures in 2018 was 51%. For Los Angeles County, the percentage of housing units in multi-unit structures in 2018 was 43%. (U.S. Census Bureau 2018a, 2018b.)

The average housing size in the city in 2018 was 2.83 persons per household, compared to 3.03 persons per household for all of Los Angeles County. The median household income for the city between 2013 and 2017 was \$58,314. The median household income for Los Angeles County from 2013 to 2017 was \$61,015 (U.S. Census Bureau 2018a, 2018b).

Would the project:

- a) *Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?*

Less than Significant Impact – Indirect Impacts

Construction activities associated with the proposed project would provide short-term employment opportunities. These jobs would be temporary and are expected to be filled by the local labor force and would not indirectly stimulate the need for additional housing or services.

The proposed project would not result in the need for extended roads, new infrastructure, or make substantial modifications to existing infrastructure. Any modifications to existing infrastructure would be conducted to specifically service the project site, not the greater surrounding area (see Sections XIII. Public Services and XVII. Utilities and Service Systems). Impacts are considered less than significant.

Less than Significant Impact – Direct Impacts

The project consists of a mixed-use building that includes an 88-unit apartment building on the approximately 1.54-acre project site. These housing units would range in size from 608 to 1,349 square feet. The proposed project is expected to accommodate approximately 250 residents. Compared to the City of Long Beach's 2018 estimated population of 10,283,729, the additional 250 residents would represent less than a 1% increase in population. This increase would not be considered substantial population growth, and direct impacts related to the proposed project would be less than significant.

- b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

No Impact – There are no existing people or housing on the project site and the project would not cause displacement or necessitate construction of replacement housing elsewhere. No impact is identified for this issue area.

XV. Public Services

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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:				
i. Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

Would the project:

- a) 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:

i) Fire Protection?

Less than Significant Impact – The project site is within the jurisdiction of the Long Beach Fire Department, which would provide fire protection, medical, paramedic and other first aid rescue services. The Long Beach Fire Department fire station nearest to the site is Fire Station 10, located at 1417 North Peterson Avenue, approximately 0.17 miles from the site. Prior to project approval, the Long Beach Fire Department would be required to review and approve project activities. Applicable Fire Code requirements, California Fire Code, and the Uniform Building Code requirements would be relevant to the proposed project. The project would not result affect community fire protection services or result in the need for construction of additional fire protection facilities. This is considered a less than significant impact.

ii) Police Protection?

Less than Significant Impact – Police protection is provided by the Long Beach Police Department. The Long Beach Police Department nearest to the project site is Long Beach Police South Division, located at 3800 East Willow Street, approximately 1.68 miles from the project site. Although the project would increase the number of buildings and individuals on site, it would be an incremental increase that would not require additional police presence or demand on site. As part of the project, police and fire impact fees would be required to be paid by the developer to offset the increase in population. This is considered a less than significant impact.

iii) *Schools?*

Less than Significant Impact – The project does include housing that would directly add students to the Long Beach Unified School District. The applicant would be required to pay school impact fees pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998). This is considered a less than significant impact.

iv) *Parks?*

Less than Significant Impact – The project consists of offices, apartments, and parking structures, which would not add a significant amount residents to the area and increase the demand for parks. A parks and recreational facilities fee would be required to offset the increase in residential units. This is considered a less than significant impact.

v) *Other public facilities?*

Less than Significant Impact – The closest public library branch is the Long Beach Public Library – Mark Twain Branch, approximately 500 feet away, located at 1400 East Anaheim Street. The project would develop a mixed use building with apartments, which would not generate a significant demand for libraries. Primary users of the library system are residents of the City of Long Beach. Currently the Mark Twain branch would be able to adequately serve the additional residents from the proposed project. This is considered a less than significant impact.

XVI. Recreation

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

The City of Long Beach Land Use Element identifies over 100 public parks with 25 community centers, two major tennis centers, and five municipal golf courses and marina systems for public enjoyment. Currently, recreation uses occupy approximately 5-6% of the land in Long Beach (City of Long Beach 2017). Nearby recreation opportunities include MacArthur Park (1321 East Anaheim Street) 500 feet northwest of the project site. MacArthur Park has basketball courts, a community center, volleyball court, playground, 70-seat theater and art gallery, picnic area, restrooms, a sports field, and open space.

The LBMC, Chapter 18.18 (Park and Recreation Facilities Fee) requires a Park Fee on new residential development. The purpose of the fee is to ensure that park land and recreational facilities needs are met with additional development.

Would the project:

- 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?*

Less than Significant Impact – The proposed project is expected to accommodate up to approximately 250 residents, which in turn could generate an increased demand for recreation facilities. However, the proposed project would be subject to LBMC Chapter 18.18, which requires payment of a Park Fee prior to the issuance of a Certificate of Occupancy. The LBMC stipulates that funds derived from payment of Park Fees shall be used solely and exclusively for the purpose of funding park land acquisition and recreation improvements. Therefore, this is considered a less than significant impact.

- 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?*

Less than Significant Impact – The proposed project does not include or require the construction or expansion of recreational facilities. See XVI. Recreation, Environmental Issue: Area a).

XVII. Transportation

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

The following analysis is based on the *Anaheim Street and Walnut Avenue Development Project Traffic Impact Analysis* prepared by Translutions (Appendix G).

Analysis of traffic operations are conducted according to the traffic impact study requirements of the City of Long Beach and is consistent with the requirements and procedures outlined in the most current *Congestion Management Program for Los Angeles County*. The Traffic Impact Analysis evaluated six key study intersections in the vicinity of the project site:

1. Alamitos Avenue and Anaheim Street (signal)
2. Orange Avenue and Anaheim Street (signal)
3. Gundry Court and Anaheim Street (signal)
4. Peterson Avenue-Alley and Anaheim Street (two-way stop control)
5. Alley and Driveway 1 (two-way stop control)
6. Walnut Avenue and Anaheim Street (signal)

Residential or mixed use developments that include affordable housing units can qualify for a trip reduction credit; however, to provide a conservative analysis, no trip reduction credit was applied to the project trip generation. Trip generation for the project is based on trip generation rates from the Institute of Transportation Engineers' *Trip Generation* (10th Edition) for Land Use 221 – "Multifamily Housing (Mid-Rise)," Land Use 710 "General Office Building," and Land Use 630 "Clinic." Trip distribution patterns were developed separately for the apartments and office/clinic uses.

The city uses the Intersection Capacity Utilization methodology to assess existing and future level of service (LOS) at signalized study intersection and the Highway Capacity Manual methodology for unsignalized intersection. Table 17 shows the LOS criteria.

Table 17. Level of Service Criteria

Level of Service	Description of Drivers' Perception and Traffic Operation	Highway Capacity Manual (Delay in Seconds)		Intersection Capacity Utilization
		Unsignalized	Signalized	
A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10	≤ 10	0.00-0.60
B	This level is assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.	>10 and ≤ 15	>10 and ≤ 20	0.61-0.70
C	This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>15 and ≤ 25	>20 and ≤ 35	0.71-0.80
D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	>25 and ≤ 35	>35 and ≤ 55	0.81-0.90
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	>35 and ≤ 50	>55 and ≤ 80	0.91-1.00

Table 17. Level of Service Criteria

Level of Service	Description of Drivers' Perception and Traffic Operation	Highway Capacity Manual (Delay in Seconds)		Intersection Capacity Utilization
		Unsignalized	Signalized	
F	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>50	>80	>1.00

Source: Highway Capacity Manual 6th Edition, 2010 Los Angeles County Congestion Management Plan

Notes:

LOS=level of service

The City of Long Beach considers LOS D as the minimum LOS standard for all intersections under its jurisdiction. At signalized intersection, a significant impact occurs if the operating conditions worsen from LOS D or better to LOS E or F with the addition of project traffic. If the intersection is operating at LOS E or F in the without-project conditions, a significant impact occurs if the volume-to-capacity (V/C) ratio increases by 0.02 or more with the addition of project traffic. At unsignalized intersection, a significant impact occurs if the operating conditions worsen from LOS D or better to LOS E or F with the addition of project traffic, and the traffic signal warrant analysis determines that a signal is justified.

Would this project:

- a) *Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

Less than Significant Impact – During construction, construction-related traffic such as deliveries of equipment and materials and construction worker traffic, would be generated. However, construction traffic would be temporary and would not substantially interfere with the existing traffic load and capacity of the street system. Impacts from construction would be less than significant and no mitigation is required.

During operation, the project would generate traffic. The traffic impacts of the proposed project during the a.m. and p.m. peak hour were analyzed. The significance of the potential impacts of the proposed project were evaluated for each study intersection for the following scenarios:

- Existing Conditions;
- Existing with Project Conditions;
- Opening Year plus Related Projects without Project Conditions (Cumulative Conditions); and
- Opening Year plus Related Projects with Project Conditions (Cumulative with Project Conditions).

As shown in Table 18, the project is forecasted to generate 100 net new trips in the a.m. peak hour, 96 net new trips in the p.m. hour, and 1,178 net new daily trips. The increase in the amount of trips due to the project has the potential to affect existing and future intersections and streets around the project site.

Table 18. Project Trip Generation Forecast

Land Use (ITE Code)	Size	Trip Generation Rates						
		AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Multi-Family Housing (Mid-Rise) (221)								
Trip Generation Rates ¹	88 DU	0.09	0.27	0.36	0.27	0.17	0.44	5.44
Trip Generation		8	24	32	24	15	39	479
Internal Trips ²		0	0	0	(1)	(1)	(2)	(2)
Total Net Trips		8	24	32	23	14	37	477
General Office Building (710)								
Trip Generation Rates ¹	1,100 TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
Trip Generation		1	0	1	0	2	2	11
Internal Trips ²		0	0	0	0	0	0	0
Total Net Trips		1	0	1	0	2	2	11
Clinic (630)								
Trip Generation Rates ¹	18,136 TSF	2.88	0.81	3.69	0.95	2.33	3.28	38.16
Trip Generation		52	15	67	17	42	59	692
Internal Trips ²		0	0	0	(1)	(1)	(2)	(2)
Total Net Trips		52	15	67	16	41	57	690
Total Net Trip Generation		61	39	100	39	57	96	1,178

Notes:

¹ Trip generation based on rates for Land Use categories from Institute of Transportation Engineers *Trip Generation* (10th Edition)

² Internal Trips based on Institute of Transportation Engineers *Trip Generation Handbook* (3rd Edition)

DU=dwelling units; ITE=Institute of Transportation Engineers; TSF=total square feet

As shown in Table 19 and Table 20 the project would not result in a significant impact at the study intersections for the any of the scenarios.

Table 19. Existing with Project Level of Service

Intersection	Time Period	Existing Conditions LOS	Existing Plus Project Conditions LOS	Change V/C		Significant Impact?
				AM Peak Hour	PM Peak Hour	
Alamitos Avenue/ Anaheim Street	AM	D	D	0.007	0.005	No
	PM	D	D			
Orange Avenue/ Anaheim Street	AM	A	A	0.006	0.006	No
	PM	A	B			
Gundry Court/ Anaheim Street	AM	A	A	0.005	0.006	No
	PM	A	A			
Peterson Avenue-Alley/ Anaheim Street ¹	AM	B	D	-	-	No
	PM	F	F			

Table 19. Existing with Project Level of Service

Intersection	Time Period	Existing Conditions LOS	Existing Plus Project Conditions LOS	Change V/C		Significant Impact?
				AM Peak Hour	PM Peak Hour	
Alley/Driveway ¹²	AM	—	A	-	-	No
	PM	—	A			
Walnut Avenue/ Anaheim Street	AM	B	B	0.010	0.009	No
	PM	B	C			

Notes:

¹ Two-way stop control, therefore no change in V/C

² Future intersection, therefore no change in V/C

LOS=level of service; V/C=volume-to-capacity ratio

Table 20. Cumulative With Project Levels of Service

Intersection	Time Period	Cumulative Without Project LOS	Cumulative With Project LOS	Change V/C		Significant Impact?
				AM Peak Hour	PM Peak Hour	
Alamitos Avenue/ Anaheim Street	AM	D	D	0.006	0.006	No
	PM	E	E			
Orange Avenue/ Anaheim Street	AM	B	B	0.006	0.006	No
	PM	C	C			
Gundry Court/ Anaheim Street	AM	A	A	0.006	0.005	No
	PM	B	B			
Peterson Avenue-Alley/ Anaheim Street ¹	AM	B	D	-	-	No
	PM	F	F			
Alley/Driveway ¹²	AM	—	A	-	-	No
	PM	—	A			
Walnut Avenue/ Anaheim Street	AM	C	C	0.010	0.009	No
	PM	C	C			

Notes:

¹ Two-way stop control, therefore no change in V/C

² Future intersection, therefore no change in V/C

LOS=level of service; V/C=volume-to-capacity ratio

As discussed above, according to the City of Long Beach thresholds at an unsignalized intersection, a significant impact occurs if the operating conditions worsen from LOS D or better to LOS E or F with the addition of project traffic, and the traffic signal warrant analysis determines that a signal is justified. While the unsignalized intersection of Peterson Avenue-Alley and Anaheim Street is predicted to worsen, the intersection does not meet the criteria for a significant impact. Therefore, this impact is considered less than significant.

b) *Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

Less than Significant Impact – CEQA Guidelines section 15064.3, subdivision (b) provides criteria for analyzing transportation impacts. For Land Use projects vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within on-half mile

of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant impact.

The per capita vehicle miles traveled for the project is less than the per capita vehicle miles traveled for the City of Long Beach. While the city has not adopted any thresholds for vehicle miles traveled based impacts and according to the Office of Planning and Research's guidance, vehicle miles traveled based threshold are not mandatory until after July 1, 2020, the project would be consistent with CEQA Guidelines Section 15064.3, subdivision (b).

According to the Mobility Element of the City of Long Beach General Plan, Anaheim Street is targeted for several major capital improvement programs, is listed as a primary transit-priority street, and is a pedestrian-priority area (City of Long Beach 2013). Two bus routes run along Anaheim Street and bus stops are located within one city block of the project site. The proposed project would result in a less than significant transportation impact.

- c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less than Significant with Mitigation Incorporated – Implementation of the project would result in a dangerous intersection at Peterson Avenue-Alley and Anaheim Street because the intersection would experience significant delays. The westbound left turn movements would eliminate the possibility of two-stage gap acceptance that is currently available for southbound left turning traffic, which would result in added delay as well as increased turn-movement conflict, resulting in reduced safety. The increase in delays for northbound left turn movements from the Alley may cause drivers to make unsafe decisions under time pressure. Implementation of Mitigation Measure TR-1, which requires construction of a median on Anaheim Street would be required to reduce impacts from the dangerous intersection to a level less than significant.

Mitigation Measure TR-1: Intersection Improvements

Left-turn movements at the intersection Anaheim Street and Peterson Avenue (north of Anaheim Street) and the Alley (south of Anaheim Street) shall be restricted by installing a raised median. To prevent U-turns at the unsignalized intersection of Hoffman Avenue, the median shall be installed between Walnut Avenue and Gundry Avenue. The City of Long Beach Department of Public Works is planning to install a median on Anaheim Street east of Walnut Avenue, and it will be more cost effective if the City extends the median project to install these recommended improvements for this subject development. Therefore, the project Applicant shall be responsible for payment of an in-lieu fee to the City for the recommended improvements, in the amount of one hundred fifteen thousand dollars (\$115,000). However, if the City-installed Anaheim Street median project will not begin construction on the street segment between Walnut Avenue and Gundry Avenue prior to issuance of a Certificate of Occupancy for the project mixed-use building, then the Applicant shall be responsible for installation of the specified median, unless an alternate solution is reached to the satisfaction of the Director of Public Works and Director of Development Services (including but not limited to posting of bonds by the applicant and temporary traffic movement restrictions) that maintains the turning movement restrictions specified by this mitigation measure until such time as the median is installed by the City.

With the implementation of Mitigation Measure TR-1, the intersections along Anaheim Street would operate at satisfactory LOS (Table 21 and Table 22) and restrict left-turn movements from the alley resulting in the mitigation of the dangerous intersection to a less than significant level.

Table 21. Existing with Project with Improvements Levels of Service

Intersection	Time Period	Existing Conditions LOS	With Project Improvements LOS	Change V/C		Significant Impact?
				AM Peak Hour	PM Peak Hour	
Gundry Court/ Anaheim Street	AM	A	A	0.000	0.040	No
	PM	B	B			
Peterson Avenue-Alley/ Anaheim Street	AM	D	B	—	—	No
	PM	F	B			
Alley/Driveway 1	AM	A	A	—	—	No
	PM	A	A			
Walnut Avenue/ Anaheim Street	AM	B	C	0.035	0.000	No
	PM	C	C			
La Bodega Market Driveway/Anaheim Street	AM	C	B	—	—	No
	PM	C	C			
Hoffman Avenue/ Anaheim Street	AM	C	B	—	—	No
	PM	D	C			

Notes:

LOS=level of service; V/C=volume-to-capacity ratio

Table 22. Cumulative with Project with Improvements Levels of Service

Intersection	Time Period	Existing Conditions LOS	With Project Improvements LOS	Change V/C		Significant Impact?
				AM Peak Hour	PM Peak Hour	
Gundry Court/ Anaheim Street	AM	A	A	0.000	0.040	No
	PM	B	B			
Peterson Avenue-Alley/ Anaheim Street	AM	D	B	—	—	No
	PM	F	B			
Alley/Driveway 1	AM	A	A	—	—	No
	PM	A	A			
Walnut Avenue/ Anaheim Street	AM	C	C	0.035	0.000	No
	PM	C	C			
La Bodega Market Driveway/Anaheim Street	AM	C	B	—	—	No
	PM	D	C			
Hoffman Avenue/ Anaheim Street	AM	D	B	—	—	No
	PM	D	C			

Notes:

LOS=level of service; V/C=volume-to-capacity ratio

d) *Result in inadequate emergency access?*

Less than Significant Impact – Project construction is anticipated to be confined on-site; however, if some construction activities are required in adjacent streets, no street closures would be required. Any lane closures would be temporary and both directions of travel on area roadways would be maintained as not to physically impair emergency access. Therefore, impacts would be less than significant.

XVIII. Tribal Cultural Resources

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project 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) 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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

The analysis provided in this section is based on the results of the Assembly Bill 52 consultation process completed in support of the project. Consultation letters and responses are included in Appendix H of this document.

Would the project 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) *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)?*

Less than Significant with Mitigation Incorporated – Assembly Bill 52 consultation letters were sent to five tribes based on a list provided by the NAHC. The letters were sent via both email and certified mail on November 2, 2018. On February 14, 2019 letters were sent via certified mail to eight tribes. Copies of the letters are on file with the City of Long Beach Planning Bureau. A response letter was received from Andrew Salas of the Gabrieleno Band of Mission Indians – Kizh Nation on February 20, 2019 and March 1, 2019. The letter requested consultation under Public Resources Code Section 21080.3.1. The City of Long Beach responded by email on April 3, 2019 requesting a meeting to initiate consultation. A consultation meeting was held on April 30, 2019. The Gabrieleno Band of Mission Indians – Kizh Nation was concerned about the potential for buried tribal cultural resources in the project area, which is located between two villages. The Gabrieleno Band of Mission Indians – Kizh Nation sent revised mitigation measures following the meeting. The City of Long Beach reviewed the proposed measures and sent revised measures on May 9, 2019. The Gabrieleno Band of Mission Indians – Kizh Nation agreed with the proposed measures on May 22, 2019. Therefore the following mitigation measures would be required to reduce impacts on tribal cultural resources to a level less than significant.

Mitigation Measure TCR-1: Native American Monitoring

Prior to issuance of any Grading Permit for the project, the Project Applicant shall retain a Native American monitor who is approved by both the local tribal representative of the consulting party to the project under AB 52/SB 18, and who is listed under the NAHC's Tribal Contact list for the area of the project location. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act (CEQA), California Public Resources Code Division 13, Section 21083.2 (a) through (k). The monitor(s) shall be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching within the project area. The Tribal Monitor/consultant shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. If evidence of any tribal cultural resources is found during ground-disturbing activities, the monitor(s) shall have the capacity to halt or redirect construction in the vicinity of the find, in order to recover and/or determine the appropriate plan of recovery for the resource. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Native American monitor has indicated that the site has a low potential for impacting Tribal Cultural Resources.

Professional Standards: Archaeological and Native American monitoring and excavation during construction projects shall be consistent with generally-accepted current professional standards for these disciplines. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and are preferred to have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

Mitigation Measure TCR-2: Recovery Procedures

All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and Native American monitor. If the resources are Native American in origin, the tribal representative shall coordinate with the Project Applicant regarding treatment and curation of these resources. The treatment plan established for the resources shall be in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.

- 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?*

Less than Significant with Mitigation Incorporated - See XVI. Tribal Cultural Resources, Environmental Issue Area: a).

XIX. Utilities and Service Systems

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

Primarily, ~~the~~ The Los Angeles County Sanitation District, Joint Water Pollution Control Plant receives the city's wastewater. ~~Secondarily, the Long Beach Water Reclamation Plant of the Sanitation Districts of Los Angeles County also receives the city's wastewater.~~ The Joint Water Pollution Control Plant provides advanced primary and partial secondary treatment for ~~254.7~~261.1 million gallons of wastewater per day, with a permitted capacity for 400 million gallons of wastewater per day of wastewater (Sanitation Districts of Los Angeles County 2016). ~~The Long Beach Water Reclamation Plant provides primary, secondary, and tertiary treatment for 25 million gallons of wastewater per day of wastewater (Long Beach Water Department 2019).~~

Generation rates based on the project uses is based on wastewater generation rates developed by the Sanitation Districts of Los Angeles County (Sanitation Districts of Los Angeles County n.d.). As shown in Table 23 the project would generate an estimated net total of ~~48,268~~48,268 ~~20,364.6~~ -gallons of wastewater per day (gpd).

Table 23. Generation Rates

Land Use	Quantity	Generation Factor	Amount (gpd)
Medical Clinic	18,136 sf	300 gpd/1,000 sf	5,440.8
Office Space	22,700 2,300 sf	200 gpd/1,000 sf	4,540 460
Lobby/Recreation	2,264 sf	325 gpd/1,000 sf	735.8
Residential Five Units or More	88 Units	156 gpd/unit	13,728
Total			20,364.6

Source: Sanitation District of Los Angeles County n.d.

Notes:

gpd=gallons per day; sf=square feet

Would the project:

- a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Less than Significant Impact – The project would require standard utilities for supporting the facilities that would be on site. However, the project's contribution to the wastewater capacity would be less than 0.1 percent. The increase associated with the percent of the available daily capacity would not cause the wastewater treatment limits to be exceeded. As discussed in the *Anaheim Street and Walnut Avenue Development Project Air Quality/Greenhouse Gas Technical Memorandum* (Appendix B), energy consumption for operation of the project would occur, but would not be large enough to trigger the construction or relocation of electric power, natural gas, or telecommunication facilities. Therefore, the project would not require or result in the relocation or construction of water, wastewater treatment or Stormwater drainage, electric power, natural gas, or telecommunication facilities. Impacts would be less than significant.

- b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?*

Less than Significant Impact – According to the City of Long Beach's 2015 Urban Water Management Plan (City of Long Beach 2015), the total citywide water demand for 2015 was 55,206 acre feet and would increase by 3,900 acre feet in 2040. The Urban Water Management Plan identifies water supply as adequate to meet these needs. Efforts for water conservation in California localities remain. In June 2016, the Long Beach Board of Water Commissioners declared a Stage 1 Water Supply Shortage for the City of Long Beach. This declaration put into place regulations that limit the use of water in the city including when outdoor watering can occur, and limits to use and practice for residential, business and commercial facilities. The projects incremental contribution to the future demand, new sources of water supply would not be required to meet the anticipated project water needs. Impact would be less than significant.

- c) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?*

Less than Significant Impact – See XIX. Utilities and Service Systems: Environmental Issue Area a).

- d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?*

Less than Significant Impact – The project involves construction of a mixed use building with attached parking structure. Approximately 50 individuals are assumed to be employed in the building and 250 individuals are assumed to live in the building. CalRecycle maintains a waste characterization list of waste generation rates. The most recent information for employee disposal rates indicates a waste generation rate of 10.5 pounds of waste per employee per day, and 12.2 pounds of waste per household per day (CalRecycle 2016). Based on this rate, the 50 employees would generate approximately 525 pounds of solid waste per day along with 3,050 pounds of solid waste produced by the units per day. This increase would be within the capacity of Scholl Canyon Landfill, which currently receives 1,400 tons per day, with 2,000 tons per day of capacity available (City of Glendale 2014; FEMA 2008). Based on the disposal capacity of landfills serving the project site, this incremental increase in solid waste generation would not affect the availability of solid waste disposal capacity. Impact would be less than significant.



- e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

No Impact – Construction debris would be generated and disposed of in accordance with all federal, state, and local requirements for solid waste disposal. During operation, the mixed use building would comply with LBMC Section 21.45.400, which require a designated area for the collection of recyclables be provided adjacent to the area for the collection of waste. No impact is identified for this issue area.

XX. Wildfire

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

California Department of Forestry and Fire Protection (CAL FIRE) adopted Fire Hazard Severity Zone maps for the State Responsibility Areas in November 2007 and has posted recommended maps for various Local Responsibility Areas. The City of Long Beach is part of a Local Responsibility Area.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would this project:

- a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

No Impact – The project site is located in a non-Very High Fire Hazard Severity Zone as recommended by CAL FIRE (CAL FIRE 2011). Therefore, no impact is identified for this issue area.

- b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose projects occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?*

No Impact – See XX, Wildfire: Environmental Issue area a).

- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

No Impact – See XX, Wildfire: Environmental Issue area a).



- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact – See XX, Wildfire: Environmental Issue area a).

XXI. Mandatory Findings of Significance

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Does the project have the potential to substantially 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, substantially 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

Would the project:

- 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?*

Less than Significant with Mitigation Incorporated – As discussed in Section IV. Biological Resources, the project site is currently disturbed and surrounded by urban development. There is no vegetation or habitat for special status species on the project site and no open body of water that serves as a natural habitat in which fish could exist. The project site does not provide suitable habitat for any other candidate, sensitive, or special-status species and no impacts are anticipated.

Additionally, as discussed in V. Cultural Resources, ground disturbance for the project would occur only in areas that have already been heavily disturbed by prior development and land use activities. A review of historic aerial photographs and topographic maps show that the proposed project area has been heavily developed with commercial buildings since at least the early 1950s. The west half of the project site was

occupied by a warehouse or commercial building up until 2007. The east half of the project site has been vacant since 2003. The inadvertent discovery of cultural materials or human remains during project-related ground-disturbing activities could result in significant impacts if not properly managed. Implementation of mitigation measures CULT-1, CULT-2, and CULT-3 are proposed to reduce potential impacts to a less than significant level. Additionally, mitigation measure TCR-1 and TCR-2 would be implemented to reduce impacts on tribal cultural resources that may present in the project site. With the implementation of the mitigation measures, the project is not anticipated to eliminate important examples of the major periods of California history or prehistory.

- 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)?*

Less than Significant Impact – The project site is currently disturbed and is located in an urban area of the City of Long Beach. The proposed project would rely on and can be accommodated by the existing road system, public parks, public services, and utilities. As discussed in XVIII. Mandatory Findings of Significance, Environmental Issue Area a), the proposed project would not result in or contribute to a significant biological or cultural impact. Based on the project description and the preceding analysis, impacts related to the proposed project are less than significant or can be reduced to less than significant levels with incorporation of mitigation measures. Therefore, the proposed project's contribution to any significant cumulative impacts would be less than cumulatively considerable.

- c) *Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less than Significant with Mitigation Incorporated – The project site is currently disturbed and located in an urbanized area. The proposed project involves the construction of a mixed use building and attached parking structure totaling 116,356 square feet. The proposed project would result in less than significant impacts with respect to air quality and GHG emissions with the implementation of mitigation measure AQ-1, which would minimize the effects of fugitive dust on nearby receptors. As stated previously, the project would also result in less than significant impacts with respect to archeological, paleontological, and tribal cultural resources with implementation of mitigation measures CULT-1, CULT-2, CULT-3, TCR-1, and TCR-2. Additionally the proposed project would result in less than significant impacts with respect to hazardous materials, hydrology and water quality, and geology. Implementation of mitigation measure NOI-1 would reduce impacts from noise. Based on the project description and the preceding analysis, development of the proposed project would not cause substantial adverse effects to human beings because all potentially significant impacts of the proposed project would be mitigated to a less than significant level.

Mitigation Monitoring and Reporting Program

Public Resources Code Section 21081.6 (enacted by the passage of AB 3180) mandates that the following requirements shall apply to all reporting or mitigation monitoring programs:

- The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval 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.
- 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. A public agency shall provide the measures to mitigate or avoid significant effects on the environment that 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 project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.
- Prior to the close of the public review period for a draft EIR or Mitigated Negative Declaration, a Responsible Agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the Lead Agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the Responsible Agency or agency having jurisdiction over natural resources affected by the project, or refer the Lead Agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a Lead Agency by a Responsible Agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures which mitigate impacts to resources that 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 that 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.

Table 24 lists each mitigation measure described in this document and identifies the responsible party(ies) for implementation of each measure as well as timing for when the measure would be implemented.

Table 24. Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
Air Quality		
<p>AQ-1: Fugitive Dust Control During clearing, grading, earthmoving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in the SCAQMD Rule 403. All material excavated or graded shall be sufficiently watered in sufficient quantities to prevent the generation of visible dust plumes. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All material transported on-site or off-site shall be securely covered to prevent excessive amounts of dust. The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized so as to prevent excessive amounts of dust. These control techniques shall be indicated in project specifications.</p> <p>In addition, where feasible, the following measures will be implemented to reduce construction emissions;</p> <ul style="list-style-type: none"> • Minimize land disturbance • Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas • Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes • Cover trucks when hauling dirt • Stabilize the surface of dirt piles if not removed immediately • Limit vehicular paths on unpaved surfaces and stabilize any temporary roads • Minimize unnecessary vehicular and machinery activities • Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway • Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities • Ensure that all construction equipment is properly tuned and maintained • Minimize idling time to 5 minutes, which saves fuel and reduces emissions • Provide an operational water truck on-site at all times and use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas 	Designee/Construction Contractor	During construction

Table 24. Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<ul style="list-style-type: none"> Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators 		
Cultural Resources		
<p>CULT-1: Archaeologist and Monitor An archaeologist meeting the Secretary of the Interior's Professional Qualification Standards shall be retained by the Project Applicant and approved by the City to oversee and carry out the archaeological mitigation measures set forth in this Mitigated Negative Declaration (MND). The archaeologist shall conduct a pre-grading meeting and shall develop an appropriate monitoring program and schedule. As part of this program, the archaeologist shall select a qualified archaeological monitor to be retained by the Project Applicant and approved by the City.</p>	City of Long Beach Director of Development Services, or designee	Prior to designated grading activities
<p>CULT-2: Archaeological Monitoring The qualified archaeological monitor shall monitor excavation and grading activities on the project site within native soils that have not been previously disturbed. In the event archaeological or cultural resources are unearthed during ground-disturbing activities, the archaeological monitor shall halt or redirect such activities away from the area of the find to allow evaluation. Work may continue outside of the vicinity of the find, at a sufficient distance to be determined by the archaeological monitor as necessary to provide compliance with these mitigation measures and the archaeological monitoring program. Deposits shall be treated in accordance with applicable federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historic resource, the provisions of Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5 shall be implemented.</p> <p>The archaeologist shall evaluate the discovered resource(s) and if significant, notify the Project Applicant, the City, and the representative of any Native American tribe that is a consulting party to the project under AB 52/SB 18, and then develop an appropriate treatment plan. Treatment plans shall consider preservation of the resource(s) in place as a preferred option. The archaeologist shall then prepare a report to be reviewed and approved by the City and file it with the Project Applicant, the City, and the South Central Coastal Information Center</p>	City of Long Beach Director of Development Services, or designee	During excavation and grading activities on the project site within native soils that have not previously been disturbed.

Table 24. Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>located at California State University, Fullerton. The report shall describe any resource(s) unearthed, the treatment of such resource(s), and the evaluation of the resource(s) with respect to the California Register of Historic Resources and the National Register of Historic Places. If the resource(s) are found to be significant, a separate report detailing the results of the recovery and evaluation process shall be prepared. The City shall designate one or more appropriate repositories for any cultural resources that are uncovered.</p>		
<p>CULT-3: Unanticipated Discovery of Human Remains If human remains are discovered during ground-disturbing activities or project construction, work shall be halted within at least 150 feet of the discovery location, and at a greater distance if determined necessary by the archaeological monitor or Native American monitor, and within any nearby area reasonably suspected to overlie human remains (Public Resources Code, Section 7050.5). The Los Angeles County Coroner shall be notified immediately to determine if the cause of death must be investigated. If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws regarding the disposition of Native American burials, which fall within the jurisdiction of the California NAHC (Public Resources Code, Section 5097). In this case, the coroner will contact NAHC. The descendants or most likely descendants (MLD) of the deceased will be contacted, and work will not resume until the MLD has made a recommendation to the Project Applicant regarding appropriate means of treatment and disposition, with appropriate dignity, of the human remains and any associated grave goods, as provided in Public Resources Code, Section 5097.98.</p> <p>Treatment Measures for remains of Native American origin: Prior to the continuation of ground disturbing activities, the Project Applicant shall arrange with the MLD a designated site location within the footprint of the project site for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth, and a steel plate movable by heavy equipment shall be placed over the excavation opening to protect the remains. If this arrangement not available or feasible, a 24-hour guard should be posted outside of construction hours. The Native American monitor and MLD tribal representative will make every effort</p>	<p>City of Long Beach Director of Development Services, or designee</p>	<p>Prior to the commencement of ground-disturbing activities /In the event that human remains are encountered on the project site</p>

Table 24. Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>to recommend diverting the ground-disturbing activities and keeping the remains in situ and protected. If the ground-disturbing activities cannot be diverted, it may be determined that burials will be removed. The Native American monitor and MLD tribal representative will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the MLD tribal representative, documentation shall be taken which includes, at a minimum, detailed descriptive notes and sketches. Additional types of documentation shall be approved by the MLD tribal representative for data recovery purposes. Cremations will either be removed in bulk or as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the MLD tribal representative and the NAHC. No scientific study or utilization of any invasive diagnostics on human remains is authorized without prior express written permission of the MLD tribal representative.</p> <p>Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the MLD tribal representative and the Project Applicant at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered</p>		
Noise		
<p>NOI-1: City Noise Construction Compliance Construction shall be limited to the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and Saturdays, between 9:00 a.m. and 6:00 p.m., in accordance with City standards. No construction activities shall occur outside of these hours or on federal holidays. Construction work on Sundays is prohibited unless the City of Long Beach's Noise Control Officer issues a permit. The permit may allow work on Sundays between 9:00 a.m. and 6:00 p.m.</p>	City of Long Beach, its designee, or its contractor	Prior to issuance of building permits/during construction activities/ during all project area excavation and on-site grading

Table 24. Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>The following measures shall be implemented by the contractor to reduce potential construction noise impacts on nearby sensitive receptors.</p> <ul style="list-style-type: none"> • During all site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards. • The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site. • The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. 		
Transportation		
<p>TR-1: Intersection Improvements Left-turn movements at the intersection Anaheim Street and Peterson Avenue (north of Anaheim Street) and the Alley (south of Anaheim Street) shall be restricted by installing a raised median. To prevent U-turns at the unsignalized intersection of Hoffman Avenue, the median shall be installed between Walnut Avenue and Gundry Avenue. The City of Long Beach Department of Public Works is planning to install a median on Anaheim Street east of Walnut Avenue, and it will be more cost effective if the City extends the median project to install these recommended improvements for this subject development. Therefore, the project Applicant shall be responsible for payment of an in-lieu fee to the City for the recommended improvements, in the amount of one hundred fifteen thousand dollars (\$115,000). However, if the City-installed Anaheim Street median project will not begin construction on the street segment between Walnut Avenue and Gundry Avenue prior to issuance of a Certificate of Occupancy for the project mixed-use building, then the Applicant shall be responsible for installation of the specified median, unless an alternate solution is reached to the satisfaction of the Director of Public Works and Director of Development Services (including but not limited to posting of bonds by the applicant</p>	<p>City of Long Beach Director of Public Works, or designee</p>	<p>Prior to issuance of a Certificate of Occupancy</p>

Table 24. Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
and temporary traffic movement restrictions) that maintains the turning movement restrictions specified by this mitigation measure until such time as the median is installed by the City.		
<i>Tribal Cultural Resources</i>		
<p>TCR-1: Native American Monitoring Prior to issuance of any Grading Permit for the project, the Project Applicant shall retain a Native American monitor who is approved by both the local tribal representative of the consulting party to the project under AB 52/SB 18, and who is listed under the NAHC's Tribal Contact list for the area of the project location. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act (CEQA), California Public Resources Code Division 13, Section 21083.2 (a) through (k). The monitor(s) shall be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching within the project area. The Tribal Monitor/consultant shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. If evidence of any tribal cultural resources is found during ground-disturbing activities, the monitor(s) shall have the capacity to halt or redirect construction in the vicinity of the find, in order to recover and/or determine the appropriate plan of recovery for the resource. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Native American monitor has indicated that the site has a low potential for impacting Tribal Cultural Resources.</p> <p>Professional Standards: Archaeological and Native American monitoring and excavation during construction projects shall be consistent with generally-accepted current professional standards for these disciplines. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and</p>	City of Long Beach Director of Development Services Department, or designee	Prior to commencement of any ground-disturbing activities/throughout ground-disturbing activities

Table 24. Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and are preferred to have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.		
TCR-2: Recovery Procedures All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and Native American monitor. If the resources are Native American in origin, the tribal representative shall coordinate with the Project Applicant regarding treatment and curation of these resources. The treatment plan established for the resources shall be in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.	City of Long Beach Director of Development Services Department, or designee	In the event that Tribal cultural resources are discovered during excavation, grading, or construction activities

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CASA BONITA



Community Development Department

October 29, 2019

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

RE: 6512 Rugby Avenue, Huntington Park CA, 90255 – Verification of Zoning

To Whom it may Concern,

Project Name: Casa Bonita Senior Apartments
Project Address / Site: 6512 Rugby
Project City: Huntington Park
Project County: Los Angeles
Housing Type: Senior Apartments
Existing Number of Units: 80
Assessor Parcel Number(s): 6322-003-028

The entire parcel upon which the above-described low-income project is located within is zoned District C - Neighborhood of the Downtown Huntington Park Specific Plan (DTSP), which allows for residential development (**multi-family**) of no greater than 70 dwelling units per acre. This project is eligible to apply for a density bonus that would allow a maximum density of 80 units per acre.

The existing project is zoned for the intended use and complies with the general plan, and conditional use requirements, if any, and has obtained all applicable local land use approvals.

If you have any questions please feel free to contact me at (323) 584-6318 or via email at SInfanzon@hpca.gov.

Sincerely,


Sergio Infanzon
Director of Community Development

cc: Correspondence File

CDV I AND CDV II

ORIGINAL FILED

JAN 30 2020

Notice of Exemption

To:

☐ Office of Planning and Research
P.O. Box 3044
Sacramento, CA 958-3044

☒ County Clerk County of Los Angeles, Business filings
12400 E Imperial Hwy., #1201
Norwalk, CA 90650

From:

LOS ANGELES, COUNTY CLERK
County of Los Angeles
Chief Executive Office
320 W Temple Street, 7th floor
Los Angeles, CA 90012

Project Title: Corazon del Valle Mixed Use Affordable Housing Development Project

Project Applicant: The County of Los Angeles through Los Angeles County Development Authority (LACDA)

Project Location -- Specific: 14545 Lanark Street Los Angeles, CA 91402

Project Location -- City: Los Angeles

Project Location -- County: Los Angeles

Description of Nature, Purpose and Beneficiaries of Project:

On January 28th, 2020, the Los Angeles Board of Supervisors acting on behalf of the County of Los Angeles took the following discretionary action, to authorize the County of Los Angeles through LACDA to enter into an option to lease agreement to establish a new 180 unit affordable housing mixed use project, of which 90 units are set-aside as supportive housing for formerly homeless individuals and families, four units are for management, and the remaining 86 are set-aside for households earning between 30-60% of the area-wide median income.

Name of Public Agency Approving the Project: The County of Los Angeles

Name of Person or Agency Carrying Out Project: The Los Angeles County Chief Executive Office

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☐ Categorical Exemption. State type and section number: _____
☒ Statutory Exemption. State code number: PRC 21155 (a) and (b) & 21155.1
☐ Exemptions for Agricultural Housing, Affordable Housing, and Residential Infill Projects.
State type and section number: _____

Reasons why project is exempt:

As defined by PRC sections 21155 (a) and (b) and 21155.1 the project is exempt because it satisfies eight environmental criteria, seven land use criteria and at least one criteria related to affordable housing or public open space. The project is 100% affordable and contains 92.6% residential uses of the total building square footage and is located within a Southern California Association of Governments (SCAG) Transit Priority Area. Documentation to substantiate the exemption was prepared by the County of Los Angeles.

Lead Agency Contact Person: Michael G. Rodriguez

Area code/Telephone/Extension: (213) 974-4246

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project ☒ Yes ☐ No

Signature: [Signature] Date: 1/29/2020 Title: St. Manager

- ☒ Signed by Lead Agency
☐ Signed by Applicant

ORIGINAL FILED

JAN 30 2020

Notice of Exemption

To:

☐ Office of Planning and Research
P.O. Box 3044
Sacramento, CA 958-3044

☒ County Clerk County of Los Angeles, Business filings
12400 E Imperial Hwy., #1201
Norwalk, CA 90650

From:

LOS ANGELES, COUNTY CLERK
Los Angeles County Development Authority
700 W. Main Street
Alhambra, CA 91801

Project Title: Corazon del Valle Mixed Use Affordable Housing Development Project

Project Applicant: The County of Los Angeles through Los Angeles County Development Authority (LACDA)

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Name of Public Agency Approving the Project: The County of Los Angeles and LACDA on behalf of the County of Los Angeles

Name of Person or Agency Carrying Out Project: The Los Angeles County Chief Executive Office

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☐ Categorical Exemption. State type and section number: _____
☒ Statutory Exemption. State code number: PRC 21155 (a) and (b) & 21155.1
☐ Exemptions for Agricultural Housing, Affordable Housing, and Residential Infill Projects.
State type and section number: _____


Reasons why project is exempt:

As defined by PRC sections 21155 (a) and (b) and 21155.1 the project is exempt because it satisfies eight environmental criteria, seven land use criteria and at least one criteria related to affordable housing or public open space. The project is 100% affordable and contains 92.6% residential uses of the total building square footage and is located within a Southern California Association of Governments (SCAG) Transit Priority Area. Documentation to substantiate the exemption was prepared by the County of Los Angeles and LACDA.

Lead Agency Contact Person: Emilio Salas **Area code/Telephone/Extension:** (626) 586-1505
Acting Executive Director of LACDA, or Designee

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project ☒ Yes ☐ No

Signature:  Date: January 29, 2020 Title: Acting Executive Director of LACDA or Designee

- ☒ Signed by Lead Agency
☐ Signed by Applicant

Dean C. Logan
Los Angeles County Registrar / Recorder
12400 Imperial Highway, Norwalk, CA
(800)201-8999

BUSINESS FILINGS REGISTRATION

NORWALK DEPARTMENT HEADQUARTER

Cashier: A. MOVSIYAN



* 2 0 2 0 0 1 3 0 1 2 5 0 0 0 5 *

Thursday, January 30, 2020 10:06 AM

Item(s)

Fee	Qty	Total
NoE - County Posting Fee	1	\$75.00
2020024442		
NoE - County Posting Fee	1	\$75.00
2020024448		

Total		\$150.00
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Total Documents: 2

Customer payment(s):

Check	\$150.00
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Check List:

#9437	\$150.00
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CHESTERFIELD



LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300

www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: AUG 28 2019

Case No. CPC-2019-2592-DB-CU-SIP

Council District: 8 – Harris-Dawson

CEQA: N/A

Plan Area: South Los Angeles

Project Site: 4719-4721 South Normandie Avenue; 1409-1411 West 48th Street

Applicant: Chesterfield Apartments, LP
Representative: Jessica Hencier, Craig Lawson & Co., LLC

At its meeting of **August 8, 2019**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following project:

Construction, use, and maintenance of a five-story, 67-foot tall residential building comprised of 43 dwelling units (100 percent affordable, exclusive of one market-rate manager's unit, including five Very Low Income and 37 Low Income units). The Project will provide four parking spaces at grade level, and will provide 38 long-term and six short-term bicycle parking spaces. The Project will be 28,807 square feet in floor area with a Floor Area Ratio (FAR) of 2.73:1. The site currently serves as surface parking, with no trees on the subject site or right-of-way. The Project qualifies as a Streamlined Infill Project (SIP) pursuant to Senate Bill (SB) 35 (California Government Code Section 65913.4).

1. **Determined**, pursuant to California Government Code (Gov.) Section 65913.4, that the Project is a Streamlined Infill Project that satisfies all of the objective planning standards of Government Code Section 65913.4(a) and is therefore subject to the streamlined, ministerial approval process provided by Government Code Section 65913.4(b) and (c);
2. **Determined**, based on the whole of the record, the Project is Statutorily Exempt from the California Environmental Quality Act (CEQA) as a ministerial project, pursuant to Government Code Section 65913.4 and California Public Resources Code Section 21080(b)(1);
3. **Approved**, pursuant to Section 12.22 A.25(g)(3) of the Los Angeles Municipal Code (LAMC), a ministerial review of a Density Bonus Compliance Review, for a Project totaling 43 dwelling units, including five dwelling units for Very Low Income household occupancy and 37 dwelling units for Low Income household occupancy for a period of 55 years, with the following three On- and Off-Menu Incentives:
 - a. A 12-foot Ground Floor Height in lieu of the 14-foot Ground Floor Height, as measured from the finished floor to the underside of the structural floor above as otherwise required by the South Los Angeles Community Plan Implementation Overlay (CPIO) Section II-2.A.1(a);
 - b. A 2.73:1 FAR in lieu of the otherwise permitted 1.5:1 FAR for the C2-1VL-CPIO Zone; and
 - c. A building height of 67 feet and 5 stories, in lieu of the 45 feet and three stories otherwise permitted by the C2-1VL-CPIO Zone;

4. **Approved**, pursuant to LAMC Section 12.22 A.25(g)(3), a ministerial review of the following four Waivers of Development Standards:
 - a. A 15-foot rear yard in lieu of the 17-foot rear yard otherwise required for a 5-story building in the C2-1VL-CPIO Zone;
 - b. A 5-foot northerly side yard in lieu of the 8-foot side yard otherwise required for a 5-story building in the C2-1VL-CPIO Zone;
 - c. A 0-foot southerly side yard in lieu of the 8-foot side yard otherwise required for a 5-story building in the C2-1VL-CPIO Zone; and
 - d. A 30 percent reduction in required open space for 3,028 square feet of open space in lieu of 4,325 square feet otherwise required by LAMC Section 12.21 G;
5. **Approved**, pursuant to LAMC Section 12.24 U.26, a ministerial review of a Conditional Use for a 48 percent increase in density over the Project site, for 43 dwelling units in lieu of the otherwise permitted base density of 29 dwelling units;
6. **Adopted** the attached Conditions of Approval; and
7. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Perlman
Second: Ambroz
Ayes: Khorsand, Leung, Mack, Millman, Mitchell
Absent: Choe, Padilla-Campos

Vote: 7 – 0



Cecilia Lamas, Commission Executive Assistant
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission related to the Off-Menu Incentives and Waiver of Development Standards is not appealable. The City Planning Commission's decision related to the Conditional Use is appealable to the Los Angeles City Council. However, the project entitlements are being applied for under the timelines and procedures of Senate Bill 35 (Government Code Section 65913.4), which requires the City to complete design review or public oversight, including final approval, for a project of this size within 90 calendar days of submittal of the application. The applicant submitted a complete application for the development on June 6, 2019. Consequently, all design review or public oversight, including final approval, shall be completed within 90 days from June 6, 2019, or by September 4, 2019, and shall not in any way inhibit, chill or preclude the ministerial approval provided by Government Code Section 65913.4.

Notice: If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Conditions of Approval, Findings

c: Michelle Singh, Senior City Planner
Connie Chauv, City Planning Associate

CONDITIONS OF APPROVAL

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, West/South/Coastal Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 43 residential units including Density Bonus Units.
3. **Affordable Units.** A minimum of 42 units shall be reserved as affordable units for a period of 55 years as follows: 5 units shall be reserved as affordable units for Very Low Income household occupancy, as defined by the State Density Bonus Law 65915 (c)(1) or (c)(2) as determined by the California Department of Housing and Community Development ("HCD"); 10 units shall be reserved for Low Income Household occupancy as defined in Section 50079.5 of the California Health and Safety Code as determined by HCD; and the remaining 27 units shall be reserved for Lower Income Households as determined by either the HCD or the U.S. Department of Housing and Urban Development ("HUD").
4. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25 (a-d).
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 5 units available to Very Low Income Households and 10 units available to Low Income Households as determined by HCD, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. The remaining 27 affordable units shall be reserved for Low Income Households as determined by HCD or HUD for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
6. **Floor Area Ratio (FAR) (Incentive).** The project shall be limited to a maximum floor area ratio of 2.73:1 per Exhibit "A".
7. **Height (Incentive).**
 - a. The project shall provide a minimum 12-foot Ground Floor Height, as measured from the finished floor to the underside of the structural floor above.
 - b. The project shall be limited to five (5) stories and 67 feet in height per Exhibit "A".
8. **Rear Yard Setback (Waiver).** The project shall observe a minimum 15-foot rear yard setback in lieu of the 17 feet otherwise required in the C2-1VL-CPIO zone.

9. **Side Yard Setbacks (Waiver).** The project shall observe a minimum 5-foot northerly and 0-foot southerly side yard setback in lieu of the eight (8) feet otherwise required in the C2-1VL-CPIO zone.
10. **Open Space (Waiver).** The project shall provide a minimum of 3,028 square feet of usable open space per Exhibit "A".
11. **Zoning.** The project shall comply with all other requirements of the C2-1VL-CPIO zone.
12. **Senate Bill 35.** The project shall comply with all state requirements of Senate Bill 35 and California Government Code Section 65913.4. A minimum of 50 percent of base dwelling units shall be reserved as affordable units to households making below 80 percent of the area median income.
13. **Automobile Parking.** Pursuant to California Government Code Section 65913.4(d)(1), no parking requirements shall apply for multifamily developments located within one-half mile of public transit. No residential parking spaces are required.
14. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16.
15. **Landscaping.** The landscape plan shall indicate landscape points for the project equivalent to **10% more than otherwise required** by LAMC 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
16. **Community Plan Implementation Overlay.** Prior to the issuance of a building permit, the applicant shall demonstrate compliance with the South Los Angeles Community Plan Implementation Overlay ("CPIO") pursuant to Ordinance No. 185,927.
17. **Department of Building and Safety.** The project shall comply with all comments and corrections received from the Department of Building and Safety under Permit No. 19010-10000-01161.
18. **Prevailing Wage Requirements.** In accordance with Government Code Section 65913.4(a)(8), the applicant shall confer with Department of Public Works, Bureau of Contract Administration, Office of Contract Compliance, and shall provide the following to the Department of City Planning:
 - a. A signed Preconstruction Checklist Agreement between the Applicant and the Bureau of Contract Administration (maintained in the case file), prior to clearing any Building Permit, which covers the following:
 - i. All construction workers employed in the execution of the development will be paid at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations pursuant to Sections 1773 and 1773.9 of the California Labor Code, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards shall be paid at least the applicable apprentice prevailing rate.
 - ii. The development proponent shall ensure that the prevailing wage requirement is included in all contracts for the performance of the work.
 - iii. All contractors and subcontractors shall pay to all construction workers employed in the execution of the work at least the general prevailing rate of per diem wages, except

- that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards shall be paid at least the applicable apprentice prevailing rate.
- iv. Except as provided in subclause (vi), all contractors and subcontractors shall maintain and verify payroll records pursuant to Section 1776 of the Labor Code and make those records available for inspection and copying as provided in Sections 1776 and 1812 of the Labor Code.
 - v. Except as provided in subclause (vi), the obligation of the contractors and subcontractors to pay prevailing wages may be enforced by the Labor Commissioner through the issuance of a civil wage and penalty assessment pursuant to Section 1741 of the Labor Code, which may be reviewed pursuant to Section 1742 of the Labor Code, within 18 months after the completion of the development, by an underpaid worker through an administrative complaint or civil action, or by a joint labor-management committee through a civil action under Section 1771.2 of the Labor Code. If a civil wage and penalty assessment is issued, the contractor, subcontractor, and surety on a bond or bonds issued to secure the payment of wages covered by the assessment shall be liable for liquidated damages pursuant to Section 1742.1 of the Labor Code.
 - vi. Subclauses (iv) and (v) shall not apply if all contractors and subcontractors performing work on the development are subject to a project labor agreement that requires the payment of prevailing wages to all construction workers employed in the execution of the development and provides for enforcement of that obligation through an arbitration procedure. For purposes of this clause, "project labor agreement" has the same meaning as set forth in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.
 - vii. Notwithstanding subdivision (c) of Section 1773.1 of the Labor Code, the requirement that employer payments not reduce the obligation to pay the hourly straight time or overtime wages found to be prevailing shall not apply if otherwise provided in a bona fide collective bargaining agreement covering the worker. The requirement to pay at least the general prevailing rate of per diem wages does not preclude use of an alternative workweek schedule adopted pursuant to Section 511 or 514 of the Labor Code.
- b. Bond. A Bond may be required to ensure compliance.

Administrative Conditions

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

22. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
23. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
24. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
25. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

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

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

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in

the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

STREAMLINED INFILL PROJECT FINDINGS

In accordance with Senate Bill 35 (Government Code Section 65913.4(a)), an applicant may submit an application for a development that is subject to the streamlined, ministerial approval process if the development satisfies all of the objective planning standards of Government Code Section 65913.4(a) as follows:

1. The development is a multifamily housing development that contains two or more residential units.

The project is a multi-family housing development that contains 43 residential units.

2. The development is located on a site that satisfies all of the following:

- A. **A site that is a legal parcel or parcels located in a city if, and only if, the city boundaries include some portion of either an urbanized area or urban cluster, as designated by the United States Census Bureau, or, for unincorporated areas, a legal parcel or parcels wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.**
- B. **A site in which at least 75 percent of the perimeter of the site adjoins parcels that are developed with urban uses. For the purposes of this section, parcels that are only separated by a street or highway shall be considered to be adjoined.**
- C. **A site that is zoned for residential use or residential mixed-use development, or has a general plan designation that allows residential use or a mix of residential and nonresidential uses, with at least two-thirds of the square footage of the development designated for residential use.**

The Census Bureau¹ identifies two types of urban areas:

- Urbanized Areas of 50,000 or more people; and
- Urban Clusters of at least 2,500 and less than 50,000 people.

According to the U.S. Census Bureau, 2010 Census, Profile of General Population and Housing Characteristics, the City of Los Angeles population in 2010 was 3,792,621, thereby constituting an urbanized area. The project site consists of legal parcels located within the City of Los Angeles.

Section 102(z) of the SB 35 Guidelines define “urban uses” as any current or former residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses (Exhibit G). All adjoining parcels are developed with urban uses. Surrounding properties are developed with a combination of single-family and multi-family residential, commercial uses, churches, autobody uses, and parking.

The project site is located within the South Los Angeles Community Plan, which designates the subject property for Neighborhood Commercial land uses corresponding to the CR, C1, C1.5, C2, C4, RAS3, and R3 Zones. Both the Neighborhood Commercial Land Use

¹ <https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural/2010-urban-rural.html> (Federal Register Vol. 76, No. 164, Pg. 53030)

Designation and C2-1VL-CPIO Zone allow for multi-family residential use. The applicant proposes a permanent supportive housing development with 43 dwelling units and supportive services. Per California Health and Safety Code Section 50675.14(b)(2), supportive services are accessory to the residential use. As such, the entire development will be designated for residential use.

3. If the development contains units that are subsidized, the development proponent already has recorded, or is required by law to record, a land use restriction for the following applicable minimum durations:

- A. Fifty-five years for units that are rented.**
- B. Forty-five years for units that are owned.**

The SB 35 Guidelines defines “subsidized” as “units that are price or rent restricted such that the units are permanently affordable to households meeting the definitions of very low and lower income, as defined in Sections 50079.5 and 50105 of the Health and Safety Code” (Exhibit G).

The project is a permanent supportive housing development containing 43 units (including 42 affordable units and one (1) market-rate manager’s unit). The applicant is required per the Conditions of Approval to record a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make at least 50 percent of the base 29 units affordable to households making at or below 80 percent area median income, which is equivalent to lower-income households per Health and Safety Code Section 50079.5, for a period of 55 years.

4. The development satisfies both of the following:

- A. Is located in a locality that the department has determined is subject to this subparagraph on the basis that the number of units that have been issued building permits is less than the locality’s share of the regional housing needs, by income category, for that reporting period. A locality shall remain eligible under this subparagraph until the department’s determination for the next reporting period. A locality shall be subject to this subparagraph if it has not submitted an annual housing element report to the department pursuant to paragraph (2) of subdivision (a) of Section 65400 for at least two consecutive years before the development submitted an application for approval under this section.**
- B. The development is subject to a requirement mandating a minimum percentage of below market rate housing based on one of the following:**
 - i. The locality did not submit its latest production report to the department by the time period required by Section 65400, or that production report reflects that there were fewer units of above moderate-income housing approved than were required for the regional housing needs assessment cycle for that reporting period. In addition, if the project contains more than 10 units of housing, the project seeking approval dedicates a minimum of 10 percent of the total number of units to housing affordable to households making below 80 percent of the area median income. If the locality has adopted a local ordinance that requires that greater than 10 percent of the units be dedicated to housing affordable to households making below 80 percent of the area median income, that zoning ordinance applies.**
 - ii. The locality did not submit its latest production report to the department by the time period required by Section 65400, or that production report**

- reflects that there were fewer units of housing affordable to households making below 80 percent of the area median income that were issued building permits than were required for the regional housing needs assessment cycle for that reporting period, and the project seeking approval dedicates 50 percent of the total number of units to housing affordable to households making below 80 percent of the area median income, unless the locality has adopted a local ordinance that requires that greater than 50 percent of the units be dedicated to housing affordable to households making below 80 percent of the area median income, in which case that ordinance applies.
- iii. **The locality did not submit its latest production report to the department by the time period required by Section 65400, or if the production report reflects that there were fewer units of housing affordable to any income level described in clause (i) or (ii) that were issued building permits than were required for the regional housing needs assessment cycle for that reporting period, the project seeking approval may choose between utilizing clause (i) or (ii).**

On February 1, 2018, the California Department of Housing and Community Development (“HCD”) released maps showing which cities and counties in California are subject to streamlined housing development under SB 35. The information shows the City of Los Angeles has met its 2013-2021 Regional Housing Need Allocation (“RHNA”) goals for the “above market” income category; however, the City is not showing sufficient progress in meeting the RHNA for the lower income categories. Therefore, the City of Los Angeles is subject to SB 35.

Section 402(c) of the SB 35 Guidelines dated November 29, 2018 clarifies that “the percentage of units affordable to households making at or below 80 percent of the area median income... is calculated based on the total number of units in the development exclusive of additional units provided by a density bonus”. Therefore, projects are required to provide 50 percent of the total (base density) for lower-income households to qualify under SB 35.

The applicant is required per the Conditions of Approval to record a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (“HCIDLA”) to make at least 50 percent of the base 29 units, that is 15 units, affordable to households making at or below 80 percent area median income, which is equivalent to lower-income households per Health and Safety Code Section 50079.5, for a period of 55 years.

The applicant is providing 5 units for Very Low Income household occupancy, as defined by the State Density Bonus Law 65915 (c)(1) or (c)(2) as determined by the California Department of Housing and Community Development (“HCD”); 10 units reserved for Low Income Household occupancy as determined by HCD; and the remaining 27 units shall be reserved for Lower Income Households as determined by either the HCD or the U.S. Department of Housing and Urban Development (“HUD”). Therefore, the project meets the affordability requirements of SB 35.

5. **The development, excluding any additional density or any other concessions, incentives, or waivers of development standards granted pursuant to the Density Bonus Law in Section 65915, is consistent with objective zoning standards and objective design review standards in effect at the time that the development is submitted to the local government pursuant to this section. For purposes of this paragraph, “objective zoning standards” and “objective design review standards” mean standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or**

criterion available and knowable by both the development applicant or proponent and the public official prior to submittal. These standards may be embodied in alternative objective land use specifications adopted by a city or county, and may include, but are not limited to, housing overlay zones, specific plans, inclusionary zoning ordinances, and density bonus ordinances, subject to the following:

- A. A development shall be deemed consistent with the objective zoning standards related to housing density, as applicable, if the density proposed is compliant with the maximum density allowed within that land use designation, notwithstanding any specified maximum unit allocation that may result in fewer units of housing being permitted.**
- B. In the event that objective zoning, general plan, or design review standards are mutually inconsistent, a development shall be deemed consistent with the objective zoning standards pursuant to this subdivision if the development is consistent with the standards set forth in the general plan.**

The project site is located within the South Los Angeles Community Plan area, designated for Neighborhood Commercial land uses, and zoned C2-1VL-CPIO. The project site is permitted a base density of 29 dwelling units. The applicant seeks a Conditional Use to increase the density by 48 percent to permit 43 dwelling units in lieu of 29 by-right units in accordance with the State Density Bonus Law. The applicant has requested three (3) On- and Off-Menu Incentives and four (4) Waivers of Development Standards, as listed below:

On- and Off-Menu Incentives

- a. A 12-foot Ground Floor Height in lieu of the 14-foot Ground Floor Height, as measured from the finished floor to the underside of the structural floor above as otherwise required by the South Los Angeles Community Plan Implementation Overlay ("CPIO") Section II-2.A.1(a);
- b. A 2.73:1 FAR in lieu of the otherwise permitted 1.5:1 FAR for the C2-1VL-CPIO Zone; and
- c. A building height of 67 feet and 5 stories, in lieu of the 45 feet and 3 stories otherwise permitted by the C2-1VL-CPIO Zone.

Waivers of Development Standards:

- a. A 15-foot rear yard in lieu of the 17 foot rear yard otherwise required for a 5-story building in the C2-1VL-CPIO Zone;
- b. A 5-foot northerly side yard in lieu of the 8 foot side yard otherwise required for a 5-story building in the C2-1VL-CPIO Zone;
- c. A 0-foot southerly side yard in lieu of the 8 foot side yard otherwise required for a 5-story building in the C2-1VL-CPIO Zone; and
- d. A 30 percent reduction in required open space for 3,318 square feet of open space in lieu of 4,325 square feet otherwise required by LAMC Section 12.21 G.

No other concessions, incentives, or waivers of development standards are requested or granted as part of the subject determination. The development, excluding any additional density or any other concessions, incentives, or waivers of development standards granted pursuant to the State Density Bonus Law (Government Code Section 65915), is consistent

with objective zoning and design review standards in effect at the time that the development was submitted to the City. The site is also located within and therefore subject to the South Los Angeles Community Plan Implementation Overlay ("CPIO") District and the project is subject to all regulations therein.

6. The development is not located on a site that is any of the following:

- A. A coastal zone, as defined in Division 20 (commencing with Section 30000) of the Public Resources Code.**
- B. Either prime farmland or farmland of statewide importance, as defined pursuant to United States Department of Agriculture land inventory and monitoring criteria, as modified for California, and designated on the maps prepared by the Farmland Mapping and Monitoring Program of the Department of Conservation, or land zoned or designated for agricultural protection or preservation by a local ballot measure that was approved by the voters of that jurisdiction.**
- C. Wetlands, as defined in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).**
- D. Within a very high fire hazard severity zone, as determined by the Department of Forestry and Fire Protection pursuant to Section 51178, or within a high or very high fire hazard severity zone as indicated on maps adopted by the Department of Forestry and Fire Protection pursuant to Section 4202 of the Public Resources Code. This subparagraph does not apply to sites excluded from the specified hazard zones by a local agency, pursuant to subdivision (b) of Section 51179, or sites that have adopted fire hazard mitigation measures pursuant to existing building standards or state fire mitigation measures applicable to the development.**
- E. A hazardous waste site that is listed pursuant to Section 65962.5 or a hazardous waste site designated by the Department of Toxic Substances Control pursuant to Section 25356 of the Health and Safety Code, unless the Department of Toxic Substances Control has cleared the site for residential use or residential mixed uses.**
- F. Within a delineated earthquake fault zone as determined by the State Geologist in any official maps published by the State Geologist, unless the development complies with applicable seismic protection building code standards adopted by the California Building Standards Commission under the California Building Standards Law (Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code), and by any local building department under Chapter 12.2 (commencing with Section 8875) of Division 1 of Title 2.**
- G. Within a flood plain as determined by maps promulgated by the Federal Emergency Management Agency, unless the development has been issued a flood plain development permit pursuant to Part 59 (commencing with Section 59.1) and Part 60 (commencing with Section 60.1) of Subchapter B of Chapter I of Title 44 of the Code of Federal Regulations.**
- H. Within a floodway as determined by maps promulgated by the Federal Emergency Management Agency, unless the development has received a no-rise certification in accordance with Section 60.3(d)(3) of Title 44 of the Code of Federal Regulations.**
- I. Lands identified for conservation in an adopted natural community conservation plan pursuant to the Natural Community Conservation Planning Act (Chapter 10 (commencing with Section 2800) of Division 3 of the Fish and Game Code), habitat conservation plan pursuant to the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), or other adopted natural resource protection plan.**

- J. Habitat for protected species identified as candidate, sensitive, or species of special status by state or federal agencies, fully protected species, or species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code).**
- K. Lands under conservation easement.**

The site currently serves as surface parking in an urbanized area of the South Los Angeles Community Plan surrounded by urban land uses. The site is designated for Neighborhood Commercial land uses and zoned C2-1VL-CPIO, which allows residential uses. As such, the site is not located within a coastal zone, farmland, agricultural land, or wetland. Per the City's Zone Information and Map Access System (ZIMAS), the site is not located in a very high fire hazard severity zone. 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. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site. The site is located approximately 4.34 kilometers of the Newport - Inglewood Fault Zone (Onshore) and will be subject to Building Code requirements. According to the Federal Emergency Management Agency's Flood Map, the project site is located within Zone X, 0.2% Annual Chance Flood Hazard, and is not located within a floodway. The site is not identified for a conservation or habitat conservation plan or any other adopted natural resource protection plan. The site currently serves as surface parking, and is completely surrounded by urban land uses and therefore has no value as a habitat for protected species. Additionally, there is no conservation easement on site.

7. The development is not located on a site where any of the following apply:

- A. The development would require the demolition of the following types of housing:**
 - i. Housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income.**
 - ii. Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.**
 - iii. Housing that has been occupied by tenants within the past 10 years.**
- B. The site was previously used for housing that was occupied by tenants that was demolished within 10 years before the development proponent submits an application under this section.**
- C. The development would require the demolition of a historic structure that was placed on a national, state, or local historic register prior to the submission of an application.**
- D. The property contains housing units that are occupied by tenants, and units at the property are, or were, subsequently offered for sale to the general public by the subdivider or subsequent owner of the property.**

The site currently serves as surface parking. Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated March 20, 2019, HCIDLA determined that there were no residential units built and demolished on the property in the last 10 years, therefore no AB 2556 replacement affordable units are required (Exhibit D). The project site has not been identified as a historic resource by local, state or federal agencies. The project does not involve the demolition of a historic structure that was placed on a national, state, or local historic register prior to the submission of the application. The site

was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles.

8. The development proponent has done both of the following, as applicable:

A. Certified to the locality that either of the following is true, as applicable:

- i. The entirety of the development is a public work for purposes of Chapter 1 (commencing with Section 1720) of Part 7 of Division 2 of the Labor Code.**
- ii. If the development is not in its entirety a public work, that all construction workers employed in the execution of the development will be paid at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations pursuant to Sections 1773 and 1773.9 of the Labor Code, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards may be paid at least the applicable apprentice prevailing rate. If the development is subject to this subparagraph, then for those portions of the development that are not a public work all of the following shall apply:**
 - I. The development proponent shall ensure that the prevailing wage requirement is included in all contracts for the performance of the work.**
 - II. All contractors and subcontractors shall pay to all construction workers employed in the execution of the work at least the general prevailing rate of per diem wages, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards may be paid at least the applicable apprentice prevailing rate.**
 - III. Except as provided in subclause (V), all contractors and subcontractors shall maintain and verify payroll records pursuant to Section 1776 of the Labor Code and make those records available for inspection and copying as provided in therein.**
 - IV. Except as provided in subclause (V), the obligation of the contractors and subcontractors to pay prevailing wages may be enforced by the Labor Commissioner through the issuance of a civil wage and penalty assessment pursuant to Section 1741 of the Labor Code, which may be reviewed pursuant to Section 1742 of the Labor Code, within 18 months after the completion of the development, by an underpaid worker through an administrative complaint or civil action, or by a joint labor-management committee through a civil action under Section 1771.2 of the Labor Code. If a civil wage and penalty assessment is issued, the contractor, subcontractor, and surety on a bond or bonds issued to secure the payment of wages covered by the assessment shall be liable for liquidated damages pursuant to Section 1742.1 of the Labor Code.**
 - V. Subclauses (III) and (IV) shall not apply if all contractors and subcontractors performing work on the development are subject to a project labor agreement that requires the payment of prevailing wages to all construction workers employed in the execution of the development and provides for enforcement of that obligation through an arbitration procedure. For purposes of this clause, "project labor agreement" has the same meaning as**

set forth in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

- VI. Notwithstanding subdivision (c) of Section 1773.1 of the Labor Code, the requirement that employer payments not reduce the obligation to pay the hourly straight time or overtime wages found to be prevailing shall not apply if otherwise provided in a bona fide collective bargaining agreement covering the worker. The requirement to pay at least the general prevailing rate of per diem wages does not preclude use of an alternative workweek schedule adopted pursuant to Section 511 or 514 of the Labor Code.

B.

- i. For developments for which any of the following conditions apply, certified that a skilled and trained workforce shall be used to complete the development if the application is approved:
- I. On and after January 1, 2018, until December 31, 2021, the development consists of 75 or more units that are not 100 percent subsidized affordable housing and will be located within a jurisdiction located in a coastal or bay county with a population of 225,000 or more.
 - II. On and after January 1, 2022, until December 31, 2025, the development consists of 50 or more units that are not 100 percent subsidized affordable housing and will be located within a jurisdiction located in a coastal or bay county with a population of 225,000 or more.
 - III. On and after January 1, 2018, until December 31, 2019, the development consists of 75 or more units that are not 100 percent subsidized affordable housing and will be located within a jurisdiction with a population of fewer than 550,000 and that is not located in a coastal or bay county.
 - IV. On and after January 1, 2020, until December 31, 2021, the development consists of more than 50 units and will be located within a jurisdiction with a population of fewer than 550,000 and that is not located in a coastal or bay county.
 - V. On and after January 1, 2022, until December 31, 2025, the development consists of more than 25 units and will be located within a jurisdiction with a population of fewer than 550,000 and that is not located in a coastal bay county.
- ii. For purposes of this section, “skilled and trained workforce” has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.
- iii. If the development proponent has certified that a skilled and trained workforce will be used to complete the development and the application is approved, the following shall apply:
- I. The applicant shall require in all contracts for the performance of work that every contractor and subcontractor at every tier will individually use a skilled and trained workforce to complete the development.
 - II. Every contractor and subcontractor shall use a skilled and trained workforce to complete the development.
 - III. Except as provided in subclause (IV), the applicant shall provide to the locality, on a monthly basis while the development or contract is being performed, a report demonstrating compliance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code. A monthly report provided

to the locality pursuant to this subclause shall be a public record under the California Public Records Act (Chapter 3.5 (commencing with Section 6250) of Division 7 of Title 1) and shall be open to public inspection. An applicant that fails to provide a monthly report demonstrating compliance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code shall be subject to a civil penalty of ten thousand dollars (\$10,000) per month for each month for which the report has not been provided. Any contractor or subcontractor that fails to use a skilled and trained workforce shall be subject to a civil penalty of two hundred dollars (\$200) per day for each worker employed in contravention of the skilled and trained workforce requirement. Penalties may be assessed by the Labor Commissioner within 18 months of completion of the development using the same procedures for issuance of civil wage and penalty assessments pursuant to Section 1741 of the Labor Code, and may be reviewed pursuant to the same procedures in Section 1742 of the Labor Code. Penalties shall be paid to the State Public Works Enforcement Fund.

- IV. Subclause (III) shall not apply if all contractors and subcontractors performing work on the development are subject to a project labor agreement that requires compliance with the skilled and trained workforce requirement and provides for enforcement of that obligation through an arbitration procedure. For purposes of this subparagraph, "project labor agreement" has the same meaning as set forth in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.
- C. Notwithstanding subparagraphs (A) and (B), a development that is subject to approval pursuant to this section is exempt from any requirement to pay prevailing wages or use a skilled and trained workforce if it meets both of the following:
 - i. The project includes 10 or fewer units.
 - ii. The project is not a public work for purposes of Chapter 1 (commencing with Section 1720) of Part 7 of Division 2 of the Labor Code.

The project is conditioned to meet the above requirements of Government Code Section 65913.4(a).

- 9. The development did not or does not involve a subdivision of a parcel that is, or, notwithstanding this section, would otherwise be, subject to the Subdivision Map Act (Division 2 (commencing with Section 66410)) or any other applicable law authorizing the subdivision of land, unless either of the following apply:
 - A. The development has received or will receive financing or funding by means of a low-income housing tax credit and is subject to the requirement that prevailing wages be paid pursuant to subparagraph (A) of paragraph (8).
 - B. The development is subject to the requirement that prevailing wages be paid, and a skilled and trained workforce used, pursuant to paragraph (8).

There is no subdivision entitlement requested as part of the project.

- 10. The development shall not be upon an existing parcel of land or site that is governed under the Mobilehome Residency Law (Chapter 2.5 (commencing with Section 798) of Title 2 of Part 2 of Division 2 of the Civil Code), the Recreational Vehicle Park

Occupancy Law (Chapter 2.6 (commencing with Section 799.20) of Title 2 of Part 2 of Division 2 of the Civil Code), the Mobilehome Parks Act (Part 2.1 (commencing with Section 18200) of Division 13 of the Health and Safety Code), or the Special Occupancy Parks Act (Part 2.3 (commencing with Section 18860) of Division 13 of the Health and Safety Code).

The Mobilehome Residency Law and related regulations are not applicable to the site.

Therefore, as provided above, the development satisfies all of the objective planning standards of Government Code Section 65913.4(a), and is therefore subject to the streamlined, ministerial approval process provided in Government Code Section 65913.4(b) and (c).

Additionally, Government Code Section 65913.4(d) states:

Notwithstanding any other law, a local government, whether or not it has adopted an ordinance governing parking requirements in multifamily developments, shall not impose parking standards for a streamlined development that was approved pursuant to this section in any of the following instances:

(A) The development is located within one-half mile of public transit.

(B) The development is located within an architecturally and historically significant historic district.

(C) When on-street parking permits are required but not offered to the occupants of the development.

(D) When there is a car share vehicle located within one block of the development.

Section 102(r) of the SB 35 Guidelines defines “public transit” as “a site containing an existing rail transit station (e.g. light rail, Metro, or BART), 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 morning and afternoon peak commute periods. For purposes of these Guidelines, measurements for frequency of bus service can include multiple bus lines” (Exhibit G).

The project site is directly adjacent to a bus stop located at the corner of Normandie Avenue and 48th Street that serves the Los Angeles County Metropolitan Transit Authority (“Metro”) bus line 206. The site is within 1,500 feet from the intersection of Normandie Avenue and Vernon Avenue, which serves several bus lines including Metro bus lines 105 and 206, Metro Rapid bus line 705, and Los Angeles Department of Transportation (“LADOT”) DASH Leimert/Slauson Line. As such, the City shall not impose parking standards for the proposed Streamlined Infill Project.

DENSITY BONUS / AFFORDABLE HOUSING INCENTIVES PROGRAM FINDINGS

The applicant has requested three (3) On- and Off-Menu Incentives and four (4) Waivers of Development Standards, as listed below:

On- and Off-Menu Incentives

- d. A 12-foot Ground Floor Height in lieu of the 14-foot Ground Floor Height, as measured from the finished floor to the underside of the structural floor above as otherwise required

by the South Los Angeles Community Plan Implementation Overlay (“CPIO”) Section II-2.A.1(a);

- e. A 2.73:1 FAR in lieu of the otherwise permitted 1.5:1 FAR for the C2-1VL-CPIO Zone; and
- f. A building height of 67 feet and 5 stories, in lieu of the 45 feet and 3 stories otherwise permitted by the C2-1VL-CPIO Zone.

Waivers of Development Standards:

- e. A 15-foot rear yard in lieu of the 17 foot rear yard otherwise required for a 5-story building in the C2-1VL-CPIO Zone;
- f. A 5-foot northerly side yard in lieu of the 8 foot side yard otherwise required for a 5-story building in the C2-1VL-CPIO Zone;
- g. A 0-foot southerly side yard in lieu of the 8 foot side yard otherwise required for a 5-story building in the C2-1VL-CPIO Zone; and
- h. A 30 percent reduction in required open space for 3,318 square feet of open space in lieu of 4,325 square feet otherwise required by LAMC Section 12.21 G.

Based on the set-aside of over 15 percent of base units for Very Low Income households, the applicant is entitled to three (3) Incentives under both the Government Code and LAMC. Therefore, the first On- and Off-Menu requests qualify as the proposed development’s Incentives. The remaining requests must be processed as a Waiver of Development Standard.

Following is a delineation of the findings related to the request for three (3) On- and Off-Menu Incentives, pursuant to LAMC Section 12.22 A.25(g) and Government Code Section 65915.

11. Government Code Section 65915 and LAMC Section 12.22 A.25(c) state that the Commission shall approve a density bonus and requested incentive(s) unless the Commission finds that:

- a. The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.***

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

Ground Floor Height Reduction: The South Los Angeles Community Plan Implementation Overlay (“CPIO”) General Corridor Subarea Section II-2.A.1(a) requires a 14-foot Ground Floor height, as measured from the finished floor to the underside of the structural floor above. The applicant has requested an Off-Menu Incentive to provide a 12-foot Ground Floor height in lieu of the 14 feet otherwise required by the CPIO. The

reduction in 2 feet in Ground Floor Height will allow the developer to dedicate more area towards residential units at the upper levels, so that the additional units can be constructed and the overall space dedicated to residential uses is increased.

FAR Increase: The subject site is zoned C2-1VL-CPIO with a Height District No. 1VL that permits a maximum Floor Area Ratio ("FAR") of 1.5:1. LAMC Section 12.22 A.25 permits an FAR increase from 1.5:1 to 3:1 through an On-Menu Incentive for eligible projects within 1,500 feet of transit. The applicant has requested an On-Menu Incentive to allow a 2.73:1 FAR in lieu of the otherwise permitted 1.5:1 FAR. While the proposed project qualifies for a maximum 3:1 FAR, the proposed project is actually providing a maximum floor area of 28,807 square feet or a 2.73:1 FAR. The proposed 2.73:1 FAR creates 12,985 additional square feet. As proposed, the additional FAR will allow for the construction of the affordable residential units. The requested incentive will allow the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased.

FAR by-right	Lot Area (sf)	Total Floor Area (sf)
1.5:1	10,548	$10,548 \times 1.5 =$ 15,822

FAR Requested	Buildable Lot Area (sf)	Total Floor Area (sf)	Additional Floor Area (sf)
2.73:1	10,548	28,807	$28,807 - 15,822 =$ 12,985

Height Increase: The subject site is zoned C2-1VL-CPIO, with a Height District No. 1VL that permits a maximum 45-foot building height. The applicant has requested an increase for 22 additional feet in height to allow for 67 feet and 7 stories through an Off-Menu Incentive. The limitation on the height would remove two (2) stories from the proposed building, and will limit the ability to construct the residential dwelling units permitted by-right and the Restricted Affordable Units which are of a sufficient size. As proposed, the additional height will allow for the construction of the affordable residential units. The requested incentive will allow the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased.

The requested incentives allow the developer to expand the building envelope so the additional and affordable units can be constructed, provide for design efficiencies, and allow the overall space dedicated to residential uses to be increased. These incentives support the applicant's decision to set aside the specified number of dwelling units for Low Income Households for 55 years.

- b. The incentive(s) will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Government Code Section 65915(d)(1)(B) and 65589.5(d)).**

There is no substantial evidence in the record that the proposed incentive(s) will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Therefore, there is no substantial evidence that the proposed incentive(s) will have a specific adverse impact on public health and safety.

c. *The incentive(s) are contrary to state or federal law.*

There is no evidence in the record that the proposed incentives are contrary to state or federal law.

Following is a delineation of the findings related to the request for four (4) Waivers of Development Standards, pursuant to Government Code Section 65915.

12. Government Code Section 65915 and LAMC Section 12.22 A.25(c) state that the Commission shall approve a density bonus and requested Waiver of Development Standard(s) unless the Commission finds that:

a. *The waiver(s) or reduction(s) of development standard(s) are contrary to state or federal law.*

There is no evidence in the record that the proposed waivers are contrary to state or federal law.

A project that provides 15 percent of base units for Very Low Income Households qualifies for three (3) Incentives, and may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

Therefore, the request for the following are recommended as a Waiver of Development Standards. Without the below Waivers, the existing development standards would preclude development of the proposed density bonus units and project amenities:

Rear and Side Yards: LAMC Section 12.14 C.2 requires rear and side yards to conform to the requirements of the R4 Zone for buildings erected and used for residential purposes. The R4 Zone requires rear yards of a minimum of 15 feet, and requires one additional foot in the width of the rear yard for each additional story above the 3rd story; and side yards of a minimum of 5 feet, and requires one additional foot in the width of the required side yards for each additional story above the 2nd story. The Project is a 5-story building containing a ground floor with grade-level parking, residential community center, and supportive service offices, and the upper Levels 2 through 5 are comprised of residential units. Given all levels of the project would be utilized in whole or in part by residential uses, the Project would therefore be required to provide a 17-foot rear yard setback and 8-foot side yard setbacks. The Applicant has requested three Waivers of Development Standards for reduced yards, and proposes a 15-foot rear yard setback in lieu of the 17 feet otherwise required, and 5-foot side yard setbacks in lieu of the 8 feet

otherwise required. Strict compliance with the yard requirements would reduce the buildable lot area by 2 feet for the rear yard and 11 feet for the side yards, thereby limiting the buildable area for new development and reducing the number and range of units that could be developed. The requested waivers allow the developer to reduce setback requirements so the affordable housing units can be constructed and the overall space dedicated to residential uses is increased. By waiving these development standards, the developer will not be physically precluded from constructing the proposed development with 43 dwelling units including 42 affordable units.

Open Space Reduction: LAMC Section 12.21 G requires 100 square feet of usable open space per dwelling unit with less than 3 habitable rooms, and 125 square feet of usable open space per dwelling unit with 3 habitable rooms. For the proposed project with 42 studio units and 1 two-bedroom unit, a total of 4,325 square feet of open space would be required. Strict compliance with the open space requirements would have the effect of physically precluding construction of the development proposing 43 dwelling units, 5 of which will be set aside for Very Low Income and 37 of which will be set aside for Low Income Households. The applicant has requested a 30 percent reduction to allow 3,028 square feet of open space through a Waiver of Development Standard. Without the waiver to reduce the minimum usable open space required to 3,028 square feet, the project would need to provide an additional 1,297 square feet of common or private open space on-site. The project currently proposes dwelling units that range in size from 465 square feet to 934 square feet. Compliance with the minimum usable open space provision would require the removal of floor area that could otherwise be dedicated to the number, configuration, and livability of affordable housing units. Specifically, the project would not only need to comply with the total amount of usable open space requirements, but also the design, dimension, and area requirements set forth in LAMC Section 12.21 G. Common open space would need to be at least 15 feet in width on all sides, have a minimum area of 400 square feet, and be open to sky. The project would lost floor area of the development in order to meet all of these additional requirements for common open space. By waiving this development standard, the developer will not be physically precluded from constructing the proposed development with 43 dwelling units including 42 affordable units.

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

There is no substantial evidence in the record that the proposed incentive(s) will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project does not involve the demolition of a historic structure that was placed on a national, state, or local historic register prior to the submission of the application. Therefore, there is no substantial evidence that the proposed waivers of development standards will have a specific adverse impact on public health and safety.

HOUSING REPLACEMENT

Pursuant to Government Code Section 65915(c)(3) and Assembly Bills 2222 and 2556, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households. Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated March 20, 2019, HCIDLA determined that there were no residential units built and demolished in the property in the last 10 years, therefore no AB 2556 replacement affordable units are required (Exhibit D). Refer to the Density Bonus Legislation Background section of this determination for additional information.

DENSITY BONUS LEGISLATION BACKGROUND

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

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

California State Assembly Bill ("AB") 2222 went into effect January 1, 2015 and was amended by AB 2556 on August 19, 2016, stating that Density Bonus projects filed as of that date must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control (including Rent Stabilization Ordinance); or is occupied by Low or Very Low Income Households (i.e., income levels less than 80 percent of the area median income [AMI]). The replacement units must be equivalent in size, type, or both and be made available at affordable rent/cost to, and occupied by, households of the same or lower income category as those meeting the occupancy criteria. Prior to the issuance of any Director's Determination for Density Bonus and Affordable Housing Incentives, the Housing and Community Investment Department (HCIDLA) is responsible for providing the Department of City Planning, along with the applicant, a determination letter addressing replacement unit requirements for

individual projects. The City also requires a Land Use Covenant recognizing the conditions be filed with the County of Los Angeles prior to granting a building permit on the project.

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

Under Government Code Sections 65915(a), 65915(d)(2)(C) and 65915(d)(3) the City of Los Angeles complies with the State Density Bonus law by adopting density bonus regulations and procedures as codified in Section 12.22 A.25 of the Los Angeles Municipal Code. Section 12.22 A.25 creates a procedure to waive or modify Zoning Code standards which may prevent, preclude or interfere with the effect of the density bonus by which the incentive or concession is granted, including legislative body review. The Ordinance must apply equally to all new residential development.

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

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

CONDITIONAL USE FINDINGS

The following is a delineation of the findings related to the request for a Conditional Use to allow a 48 percent Density Bonus to allow 43 residential units in lieu of 29 dwelling units as otherwise permitted by-right in the C2-1VL-CPIO Zone.

As previously mentioned and as provided under Finding Nos. 11 through 18, the proposed project satisfies all of the objective planning standards and is therefore subject to the streamlined ministerial approval process as provided in SB 35. Pursuant to the SB 35 Guidelines Section 102(n), ministerial processing or approval means the following:

A process for development approval involving little or no personal judgment by the public official as to the wisdom or manner of carrying out the project. The public official merely ensures that the proposed development meets all the "objective zoning standards," "objective subdivision standards," and "objective design review standards" in effect at the time that the application is submitted to the local government, but uses no special discretion or judgment in reaching a decision.

In accordance with SB 35, a local government must streamline the approval of a Streamlined Infill Project only based on objective zoning and design review standards, and the locality's process and application requirements shall not in any way inhibit, chill or preclude the ministerial approval process. When determining consistency with objective zoning and design review standards, the local government can only use those standards that meet the following definition set forth in the Legislature:

Standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official prior to submittal. These standards may be embodied in alternative objective land use specifications adopted by a city or county, and may include, but are not limited to, housing overlay zones, specific plans, inclusionary zoning ordinances, and density bonus ordinances.

Several findings of the Conditional Use require the City to exercise subjective discretion that does not meet the definition of objective zoning and design review standard in Government Code Section 65913.4(a). These subjective discretionary findings conflict with the streamlined ministerial approval process as provided in SB35 and therefore are not applicable to the proposed Streamlined Infill Project pursuant to SB 35. Staff has responded to these discretionary findings as not applicable in accordance with SB 35. For the remaining objective findings of the Conditional Use, staff has provided a response below.

13. That the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.

There are no objective zoning or design review standards relevant to this finding other than those objective standards, as defined by Government Code Section 65913.4(a), that the project has already been determined to be consistent with. Therefore this finding is not applicable to the proposed Streamlined Infill Project pursuant to SB 35

14. That the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

There are no objective zoning or design review standards relevant to this finding other than those objective standards, as defined by Government Code Section 65913.4(a), that the project has already been determined to be consistent with. Therefore this finding is not applicable to the proposed Streamlined Infill Project pursuant to SB 35.

15. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City.

The General Plan is a long-range document determining how a community will grow, reflecting community priorities and values while shaping the future. Policies and programs set forth in the General Plan are subjective in nature, as the General Plan serves as a constitution for development and foundation for land use decisions. As such, there are no objective zoning or design review standards relevant to this finding other than those objective standards, as defined by Government Code Section 65913.4(a), that the project has already been determined to be consistent with.

To the extent this finding requires further analysis, the project substantially conforms with the following purposes and objectives of the General Plan Elements: Framework Element, Housing Element, Mobility Element, and the Land Use Element (South Los Angeles

Community Plan). The site is also located within the South Los Angeles Alcohol Sales Specific Plan which regulates the sale of alcoholic beverages for off-site consumption.

Framework Element

The Framework Element is a strategy for long-term growth which sets a citywide context to guide the update of the Community Plan and Citywide Elements. The Framework Element is a comprehensive, long range document containing purposes, policies and programs for the development of the City of Los Angeles. The Citywide General Plan Framework text defines policies related to growth and includes policies for land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services.

The primary objectives of the policies in the Framework Element's Land Use Chapter are to support the viability of the City's residential neighborhoods and commercial districts, and when growth occurs, to encourage sustainable growth in a number of higher-intensity commercial and mixed-use districts, centers and boulevards and industrial districts particularly in proximity to transportation corridors and transit stations.

The Framework Element's Long Range Land Use Diagram for the South Los Angeles area identifies the site as being within a Mixed Use Boulevard. A Mixed Use Boulevard is described as "connect[ing] the city's neighborhood districts and community, regional and Downtown centers. Mixed Use development is encouraged along these boulevards, with the scale, density and height of development compatible with the surrounding areas. Generally, different types of Mixed Use Boulevards will fall within a range of floor area ratios from 1.5:1 up to 4.0:1 and be generally characterized by 1- to 2-story commercial structures, up to 3- to 6-story mixed use buildings between centers and higher buildings within centers. Mixed Use Boulevards are served by a variety of transportation facilities".

The proposed project involves the construction of a 5-story, multi-family residential development containing 43 dwelling units on a site designated for Neighborhood Commercial land uses and zoned C2-1VL-CPIO. The project site is directly adjacent to a bus stop located at the corner of Normandie Avenue and 48th Street that serves the Los Angeles County Metropolitan Transit Authority ("Metro") bus line 206. The site is within 1,500 feet from the intersection of Normandie Avenue and Vernon Avenue, which serves several bus lines including Metro bus lines 105 and 206, Metro Rapid bus line 705, and Los Angeles Department of Transportation ("LADOT") DASH Leimert/Slauson Line. As such, the project is in conformance with the purpose of the Framework Element.

Housing Element

The City's Housing Element for 2013-2021 was adopted by City Council on December 3, 2013. The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element aims to provide affordable housing and amenity-rich, sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population. Specifically, the Housing Element encourages affordable units to accommodate all income groups that need assistance.

Additionally, the Housing Element indicates that permanent supportive housing and services must be provided to ensure the homeless population and persons who are at risk of being homeless remain housed and get the individualized help they may need.

The proposed project will replace an surface parking lot with 43 residential dwelling units, which reserves 100 percent (exclusive of a market-rate manager's unit) for affordable units. The 42 affordable units will be permanent supportive housing units serving seniors over the age of 55 who are currently without shelter. The project will also provide supportive services on the ground floor, including a community room and offices to provide assistance to its residents.

In addition, the site's Assessor Parcel Numbers (APN #4262009001 and 4262009002) have been identified in the 2013-2021 Housing Element's Inventory of Sites for Housing. The Inventory of Sites for Housing identifies parcels suitable for additional residential development without the need for any discretionary zoning action by the City. Therefore, the project is consistent with the Housing Element's vision of providing housing on these applicable sites. As such, the proposed project substantially conforms to the purpose of the Housing Element of the General Plan.

Mobility Element

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. The Mobility Element sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. Among other objectives and policies, the Mobility Plan aims to support ways to reduce vehicle miles traveled (VMT) per capita by increasing the availability of affordable housing options with proximity to transit stations and major bus stops and offering more non-vehicle alternatives, including transit, walking and bicycling.

The proposed residential building is a pedestrian-oriented development that provides 42 affordable units and one (1) market-rate unit in proximity to several transit options. As previously mentioned, the project site is directly adjacent to a bus stop located at the corner of Normandie Avenue and 48th Street that serves the Los Angeles County Metropolitan Transit Authority ("Metro") bus line 206. The site is within 1,500 feet from the intersection of Normandie Avenue and Vernon Avenue, which serves several bus lines including Metro bus lines 105 and 206, Metro Rapid bus line 705, and Los Angeles Department of Transportation ("LADOT") DASH Leimert/Slauson Line. These transit stations provide access to employment centers and jobs, local and regional destinations, and other neighborhood services for project residents. The proposed project will also allow for the reduction of vehicle trips by placing a high density residential development within proximity to public transit. The availability of many transit options along the commercial corridors creates a lesser need for the use of personal vehicles. Additionally, the project will provide a total of 44 bicycle parking stalls, including 38 long-term and four (4) short-term bicycle parking stalls on site. There will be one (1) centralized enclosed long-term bicycle parking storage area adjacent to the ground-floor open-air courtyard along 48th Street, and the short-term bicycle parking stalls will be located directly adjacent to the lobby area where they are easily accessible from the street. As such, the project conforms to the purpose of the Mobility Element of the General Plan.

Land Use Element – South Los Angeles Community Plan

The South Los Angeles Community Plan was adopted by City Council in November 2017, with related zoning ordinances effective on December 29, 2018. The Community Plan's purpose is to promote an arrangement of land use, circulation, and services which all encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community. The Land Use Designations and corresponding zones in the Community Plan are implemented through zoning regulations in the Los Angeles Municipal Code ("LAMC") including applicable ordinances that are codified in the LAMC.

The South Los Angeles Community Plan designates the site for Neighborhood Commercial land uses. The project site is zoned C2-1VL-CPIO, which is consistent with the corresponding zones of CR, C1, C1.5, C2, C4, RAS3, and R3 in the Community Plan. The C2 Zone allows R4 density at 400 square feet of lot area per dwelling. The project site containing 11,223 square feet (including half-alley) is permitted a base density of 29 dwelling units. The project utilizes the State Density Bonus Law (California Government Code Section 65915) and the City's Ordinance No. 179,681 (Density Bonus Ordinance), codified in LAMC Section 12.22 A.25, and Ordinance No. 185,373 (Value Capture Ordinance), codified in LAMC Section 12.24 U.26 (Conditional Use Section of LAMC) to increase the maximum density from 29 to 43 dwelling units, 42 of which will be set aside for Very Low Income and Low Income Households. The project also proposes supportive services in an area that is close to various bus routes, connecting the project site to other regional and local destinations. The project will contribute to the South Los Angeles area as a medium- to high-density residential development that provides housing and employment services. Furthermore, as found in the Streamlined Infill Development Projects Finding, the project is consistent with applicable objective zoning standards. As such, the project conforms to the purpose of the South Los Angeles Community Plan.

16. The project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan.

The City's Housing Element for 2013-2021 was adopted by City Council on December 3, 2013. The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element aims to provide affordable housing and amenity-rich, sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population. Specifically, the Housing Element encourages affordable units to accommodate all income groups that need assistance. Additionally, the Housing Element indicates that permanent supportive housing and services must be provided to ensure the homeless population and persons who are at risk of being homeless remain housed and get the individualized help they may need.

There are no objective zoning or design review standards relevant to this finding other than those objective standards, as defined by Government Code Section 65913.4(a), that the project has already been determined to be consistent with. To the extent this finding requires further analysis, the project is consistent with and implements the affordable housing provisions of the Housing Element as discussed below.

The proposed project will replace a surface parking lot with 43 residential dwelling units, which reserves 100 percent (exclusive of a market-rate manager's unit) for affordable units. The 42 affordable units will be permanent supportive housing units serving seniors over the age of 55 who are currently without shelter. The project will also provide supportive services on the ground floor, including a community room and offices to provide assistance to its residents.

17. The project contains the requisite number of Restricted Affordable Units, based on the number of units permitted by the maximum allowable density on the date of application, as follows:

- a. 11% Very Low Income Units for a 35% density increase; or
- b. 20% Low Income Units for a 35% density increase; or
- c. 40% Moderate Income Units for a 35% density increase in for-sale projects.

The project may then be granted additional density increases beyond 35% by providing additional affordable housing units in the following manner:

- a. **For every additional 1% set aside of Very Low Income Units, the project is granted an additional 2.5% density increase; or**
- b. **For every additional 1% set aside of Low Income Units, the project is granted an additional 1.5% density increase; or**
- c. **For every additional 1% set aside of Moderate Income Units in for-sale projects, the project is granted an additional 1% density increase; or**
- d. **In calculating the density increase and Restricted Affordable Units, each component of any density calculation, including base density and bonus density, resulting in fractional units shall be separately rounded up to the next whole number.**

The City's Density Bonus Ordinance permits a maximum density increase of up to 35 percent in exchange for setting aside 11 percent of the base density units for Very Low Income Households in accordance with the State Density Bonus Law. The State Density Bonus Law (Government Code Section 65915(n)) also allows a city to grant a density bonus greater than 35 percent for a development, if permitted by local ordinance. The City adopted Ordinance No. 185,373 (Value Capture Ordinance), codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent. The Ordinance requires the project to set aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent.

Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	50

The applicant requests a Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 48 percent increase in density for a total of 43 dwelling units in lieu of 29 dwelling units as otherwise permitted by-right in the C2-1VL-CPIO Zone. The applicant is required to set aside at least 17 percent, or 5 units, of 29 by-right density units, for Very Low Income Households, for the 48-percent density increase, as provided in the above table. The applicant proposes a project totaling 43 dwelling units, 5 of which will be restricted to Very Low Income Households for a period of 55 years, which is 17 percent of the 29 base density units. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households.

- 18. The project meets any applicable dwelling unit replacement requirements of California Government Code Section 65915(c)(3).**

On September 27, 2014, Governor Jerry Brown signed Assembly Bill (AB) 2222 as amended by AB 2556 on August 19, 2016, to amend sections of California's Density Bonus Law (Government Code Section 65915). Major changes to the law are applicable to new density bonus developments resulting in a loss in existing affordable units or rent-stabilized units. The law aims to replace units and ensure rental affordability periods for 55 years. Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated March 20, 2019, there were no residential units built and demolished in the property in the last 10 years, therefore AB 2556 replacement affordable units are required (Exhibit D). As such, the dwelling unit replacement requirements of Government Code Section 65915(c)(3) do not apply.

19. The project's Restricted Affordable Units are subject to a recorded affordability restriction of 55 years from the issuance of the Certificate of Occupancy, recorded in a covenant acceptable to the Housing and Community Investment Department, and subject to fees as set forth in Section 19.14 of the Los Angeles Municipal Code.

Per the Conditions of Approval, the owner is required to execute a covenant to the satisfaction of HCIDLA to make 42 units for affordable units for a period of 55 years, as follows: 5 units for Very Low Income household occupancy, as defined by the State Density Bonus Law 65915 (c)(1) or (c)(2) as determined by the California Department of Housing and Community Development ("HCD"); 10 units reserved for Low Income Household occupancy as determined by HCD; and the remaining 27 units shall be reserved for Lower Income Households as determined by either the HCD or the U.S. Department of Housing and Urban Development ("HUD"). The applicant is required to present a copy of the recorded covenant to the Department of City Planning and the proposed project shall comply with any monitoring requirements established by HCIDLA. Therefore, as conditioned, the project satisfies this finding in regards to subjected restricted affordable units to recorded affordability per HCIDLA.

20. The project addresses the policies and standards contained in the City Planning Commission's Affordable Housing Incentives Guidelines.

The City Planning Commission approved the Affordable Housing Incentives Guidelines (CPC-2005-1101-CA) on June 9, 2005. These were subsequently approved by City Council (CF 05-1345) on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. The City of Los Angeles Housing and Community Investment Department (HCIDLA) utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. On April 9, 2010, the City Council adopted updates to the City's Density Bonus Ordinance (CF 05-1345-S1, Ordinance No. 181,142). However, at that time, the Affordable Housing Incentives Guidelines were not updated to reflect changes to the City's Density Bonus Ordinance or more recent changes in State Density Bonus Law located in the Government Code. Therefore, where there is a conflict between the Guidelines and current laws, the current law prevails. Additionally, many of the policies and standards contained in the Guidelines, including design and location of affordable units to be comparable to the market-rate units, equal distribution of amenities, monitoring requirements, and affordability levels, are covered by the State Density Bonus Laws.

The project requests a 48 percent density increase above the 29 base density units to permit a total of 43 dwelling units. The project will set aside 42 units for affordable units for a period of 55 years, as follows: 5 units for Very Low Income household occupancy, as defined by the State Density Bonus Law 65915 (c)(1) or (c)(2) as determined by the California Department of Housing and Community Development ("HCD"); 10 units reserved for Low Income Household occupancy as determined by HCD; and the remaining 27 units shall be reserved

for Lower Income Households as determined by either the HCD or the U.S. Department of Housing and Urban Development ("HUD"). As such, the project is consistent with the State Density Bonus Law and the local Density Bonus Ordinance, which the Affordable Housing Incentives Guidelines implement. Furthermore, the project is required to record a Covenant and Agreement with the HCIDLA to make 42 units affordable per the Conditions of Approval. Therefore, the project complies with the City Planning Commission's Affordable Housing Incentives Guidelines.

CEQA FINDINGS

Pursuant to Senate Bill ("SB") 35 and Government Code Section 65913.4, a project that satisfies all of the objective planning standards of Government Code Section 65913.4(a) is subject to the streamlined, ministerial approval process provided in Government Code Section 65913.4(b) and (c). Therefore, pursuant to Government Code Section 65913.4 and Public Resources Code Section 21080(b)(1), the Streamlined Infill Project is Statutorily Exempt from the California Environmental Quality Act ("CEQA") as a ministerial project.

ESSEX TOWER

Notice of Exemption

To: _____ Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: City of Lancaster
Development Services Department
44933 Fern Avenue
Lancaster, CA 93534

 X County Clerk
County of Los Angeles
Environmental Filings
12400 E. Imperial Hwy., Rm. 1101
Norwalk, CA 90650

(Date received for filing)

Project Title: Essex Tower

Project Applicant: City of Lancaster

Project Location - General: City of Lancaster, County of Los Angeles, State of California

Project Location - Specific: ± 1.15 gross acres located at 44948 10th Street West (Assessor Parcel Number 3133-002-026)

Project Description: The proposed project consists of the construction of 70 apartment units within the boundaries of an existing development. This development would provide 69 one-bedroom units for homeless seniors and 1 one-bedroom unit for an on-site manager. The apartment units would be constructed in a 4-story tower on top of an existing podium structure. Parking for the units is currently available.

Name of Public Agency Approving Project: City of Lancaster

Name of Person or Agency Carrying Out Project: City of Lancaster

Exempt Status: (*check one*)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Section 15332, Infill Development Projects
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt: The proposed project involves the construction of 70 apartment units for homeless seniors on a site which is completely surrounded by development in the central portion of the City of Lancaster. As such, it is exempt from CEQA under Section 15332, Infill Development Projects. The proposed project is consistent with the general plan and zoning designations for the project site; is on a site which is less than five acres (approximately 1.15 acres); is currently developed/paved and contains no habitat for endangered, rare, or threatened species; would not create significant traffic, noise, air quality, or water quality impacts; and all utilities currently serve the project site.


None of the identified exceptions (cumulative impact, significant effect, scenic highways, hazardous waste sites, or historical resources) apply to the proposed project. Impacts associated with the proposed project would be minimal and would not create significant impacts to any of the resources identified in Appendix G of the CEQA Guidelines. Additionally, impacts associated with the construction the apartment units would not create any environmental impacts which would combine with impacts from other projects to create a cumulative impact.

Notice of Exemption

The project site is not listed on a hazardous materials site pursuant to Section 65962.5 of the Government Code. There are no State Scenic Highways located within the City limits of Lancaster and construction of the proposed project would not impact a historic resource under Section 15064.5.

Lead Agency

Contact Person: Jocelyn Swain **Area Code/Telephone:** (661) 723-6100


Signature

Senior Planner
Title

February 18, 2020
Date

PALM VISTA APARTMENTS

**DEPARTMENT OF
CITY PLANNING**

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
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**DENSITY BONUS & AFFORDABLE HOUSING INCENTIVES &
SITE PLAN REVIEW**

March 16, 2018

Applicant

Keyvan Rahbar and Tannaz
Rahbar
1326 Capri Drive
Pacific Palisades, CA 90272

Representative

Dana A. Sayles, AICP
three6ixty
4309 Overland Avenue
Culver City, CA 90230

Case No. DIR-2017-779-DB-SPR

CEQA: ENV-2017-780-CE

Location: 20116 West Sherman Way

Council District: 3 – Blumenfield

Neighborhood Council Winnetka

Community Plan Area: Canoga Park – Winnetka –
Woodland Hills – West Hills

Land Use Designation: Community Commercial

Zone: C2-1VL-RIO

Legal Description: Lot FR LT1, TR 23017

Last Day to File an Appeal: April 2, 2018

Appeal:

DETERMINATION

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22 A.25 and Section 16.05, as the designee of the Director of Planning, I hereby:

Approve with Conditions the following two (2) incentives requested by the applicant for a project totaling 99 dwelling units, reserving 10 dwelling units (10 percent) for Very Low Income tenants for a period of 55 years:

- a. **Floor Area Ratio.** An approximate 28 percent increase in the allowable Floor Area Ratio allowing a total Floor Area Ratio of 1.92:1 in lieu of 1.5:1.
- b. **Height.** An 8-foot increase in the allowable height, allowing 53 feet in lieu of the maximum permitted 45 feet.

Approve a Site Plan Review for the construction of an approximately 84,996 square foot development containing 99 units of dwelling units; and

Determine based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 1, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

Adopt the attached Findings.

CONDITIONS OF APPROVAL

Approval of the subject development project is made with the following Terms and Conditions imposed, in order to ensure compliance with applicable requirements of Section 12.22 A.25, Affordable Housing Incentives- Density Bonus, of the LAMC, Section 16.05, Site Plan Review, and the project's environmental clearance.

DENSITY BONUS COMPLIANCE CONDITIONS

1. **Residential Density.** The project shall be limited to a maximum density of 99 residential units including Density Bonus Units.
2. **Affordable Units.** A minimum of 10 units, that is 10 percent of the base dwelling units, shall be reserved as affordable units, as defined by the State Density Bonus Law 65915 (C)(2).
3. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25 (a-d).
4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 10 units available to Very Low Income Households, for rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
5. **Floor Area Ratio (FAR).** The project qualifies for an approximate 32.5 percent increase in the allowed FAR, and shall therefore be limited to a total FAR of 1.98:1.
6. **Height.** The project qualifies for an 11-foot increase in height beyond the normally imposed 45-foot height limit. The project may be built no higher than 55 feet in height.
7. **Automobile Parking.** Based upon the number and type of dwelling units proposed, 126 automobile parking spaces shall be provided for the project. Automobile parking shall be provided consistent with LAMC Section 12.22 A.25, Parking Option 1, which permits one on-site parking space for each residential unit with one or fewer bedrooms; two on-site parking spaces for each residential unit with two to three bedrooms; and two-and-one-half parking spaces for each residential unit with four or more bedrooms. Non-Restricted Affordable Units (including any manager's units) shall provide parking consistent with LAMC Section 12.21 A.4.
8. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.
9. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16. Long-term bicycle parking shall be provided at a rate of one per dwelling unit or guest

room. Additionally, short-term bicycle parking shall be provided at a rate of one per ten dwelling units or guest rooms, with a minimum of two short-term bicycle parking spaces. Based upon the number of dwelling units, 99 long-term and 10 short-term bicycle parking spaces shall be provided onsite.

SITE PLAN REVIEW CONDITIONS

10. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "**Exhibit A**," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Valley Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.
11. **Building Materials.** The Project shall provide aesthetic and building materials/elements as depicted in "**Exhibit A**" that includes but is not limited to the following: glass guardrails, cable guardrails, metal awnings, hard plank lap siding, and decorative paving. A note shall be added to the Project Elevations to indicate that metal materials incorporated into the design shall be of a non-reflective material.
12. **Ground Floor Green Screen.** The ground floor landscape planter along the northern facade shall feature a green screen of live plantings in order to soften the appearance of the block wall from the right of way. As the façade is north facing, appropriate 'shade-loving' perennial climbing vines shall be utilized.
13. **Trees.** Shade-producing trees shall be planted within the front yard, rear yard, and within the parkway, substantially consistent with the landscape plan submitted by the Applicant, stamped "**Exhibit B**". New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise required by the Urban Forestry Division, Bureau of Street Services.
14. **Landscaping.** The property shall be developed in substantial conformance with the submitted landscape plans, labeled "**Exhibit B**". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning according to LAMC 12.40 and Landscape Ordinance Guidelines "O".
15. **Los Angeles River Improvement Overlay District.** The project shall comply with the applicable provisions of Ordinance Nos. 183,144 and 183,145 pertaining to the Los Angeles River Improvement Overlay District.
16. **Open Space.** The project shall provide as follows:
 - a. A minimum of 10,575 square feet of total usable open space.
 - b. Required common open space shall include two courtyards that provide a minimum combined area of 3,650 square-feet and are open to the sky.
17. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer, located in the front yard, shall be screened with landscaping.

18. **Window Transparency.** A note shall be added to the Northern . . . project Elevation to indicate that all ground floor windows shall be comprised of non-reflective, transparent glass.

ADMINISTRATIVE CONDITIONS

19. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
20. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
21. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
22. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
23. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
24. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
25. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
26. **Indemnification and Reimbursement of Litigation Costs.**
- Applicant shall do all of the following:
- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

PROJECT BACKGROUND

The proposed project is the demolition of a one-story auto-repair center, restaurant, and surface parking lot and the construction of a four-story, 53-foot tall building with 99 residential units, including a minimum of 10 units for Very Low Income households. The project site consists of one lot that measures approximately 44,224.8 square-feet in area. The project proposes a total of 191 parking spaces in one level of subterranean parking and on the ground floor. The proposed Project includes 10,575 square-feet of usable open space. The total project size is approximately 84,996 square-feet of floor area in the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan Area, zoned C2-1VL-RIO with a Community Commercial land use designation.

In accordance with California State Law (including Senate Bill 1818, and Assembly Bills 2280 and 2222), the applicant is proposing to utilize Section 12.22 A.25 (Density Bonus) of the Los Angeles Municipal Code (LAMC), which permits a density bonus of up to 35 percent. The applicant has applied for a 32.5 percent density bonus, which would allow for 146 total dwelling units in lieu of the otherwise maximum density limit of 110 dwelling units on the property. The applicant is not utilizing this 32.5 percent density bonus for additional dwelling units and is instead proposing a structure with 99 dwelling units – less than the base density. By setting aside a portion of the dwelling units, in this case 10 units (10 percent), for habitation by Very Low Income households for a period of 55 years, the applicant is automatically granted a reduction in the required parking based on two Parking Options and is eligible to request two on-menu incentives. The Applicant selected Option No. 1, which requires a total of 126 parking spaces for the residential units and requested on-menu incentives for a 28 percent increase in Floor Area Ratio and a building height of 53 feet in lieu of the maximum allowable height of 45 feet.

Housing Replacement

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

The property is currently developed with a one-story auto-repair center, restaurant, and surface parking lot which were constructed on the site in 1960, and as such, there are no dwelling units on-site which require replacement.

Code Criteria

As permitted by LAMC Section 12.22 A.25 the applicant is requesting two incentives that will facilitate the provision of affordable housing at the site: an increase in Floor Area Ratio and an increase in maximum allowable height. Pursuant to LAMC Section 12.22 A.25 (e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which it does:

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

The proposed building has a façade facing Sherman Way. As evident in Exhibit "A", the street facing façade will be articulated with a differentiation in material type and color, and in the form of various architectural elements. Such materials and architectural elements include projecting balconies, stucco exteriors, wood lap siding,

metal awnings and louvers, canopied entrances, and metal and glass balcony railings and fixtures, all of which will create sufficient breaks in plane and articulation.

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

The proposed building is oriented to Sherman Way, as the main entrance is easily accessed from the sidewalk with metal awnings which provide shelter and protection. Additionally, many windows face the street and provide projecting balconies along the front façade, in order to further establish the main entrance.

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

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

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

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

DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

1. Pursuant to Section 12.22 A.25(c) of the LAMC, the Director shall approve a density bonus and requested incentive(s) unless the director finds that:
 - a. The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.

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

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

The requested incentives, an increase in the floor area ratio and height, are expressed in the Menu of Incentives per LAMC 12.22 A.25(f) and, as such, permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentives allow the developer to expand the building envelope so the additional restricted affordable units can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to set aside 10 Very Low Income dwelling units for 55 years.

Floor Area Ratio Increase: The subject site is zoned C2-1VL which allows 110 units on the 44,224.8 square foot site, with a maximum 1.5 Floor Area Ratio (FAR) and a maximum height of 45 feet. The 1.5 FAR would allow a total of 66,337.2 square-feet in floor area. The FAR Increase incentive permits a percentage increase in the allowable FAR equal to the percentage of Density Bonus for which the Housing Development Project is eligible, not to exceed 35 percent. While the proposed project qualifies for a maximum 1.98:1 FAR, or 87,565 square-feet, the proposed project is actually providing a maximum floor area of 84,996 square feet or a 1.92:1 FAR. The proposed 1.92:1 FAR is an approximate 28 percent increase and creates 18,658.8 additional square feet.

FAR by-right	Buildable Lot Area (sf)	Total Floor Area (sf)
1.5	44,224.8	$44,224.8 \times 1.5 = 66,337.2$

FAR Proposed 28%	Buildable Lot Area (sf)	Total Floor Area (sf)	Additional Floor Area (sf)
1.92:1	44,224.8	84,996	$84,996 - 66,337.2 = 18,658.2$

Height Increase. The 1VL Height District allows for a building with a maximum height of 45 feet. The requested on-menu incentive allows for an 11 foot increase in height, to a maximum height of 56 feet, however the maximum building height will be 53 feet. LAMC Section 12.22 A.25(f)(5) provides an incentive to increase the allowable building height if the site is in a zone where the height is limited, is not within 15 feet of any property zoned R2, and is not within 50 feet of or share a lot line with any R1 property. The project site is in Height District 1VL which allows a maximum height of 45 feet, and is not within the buffer distance requirements set forth for R1 and R2 zones, therefore, it qualifies for the height increase incentive.

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

There is no evidence in the record that the proposed density bonus incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The finding that there is no evidence in the record that the proposed incentives will have a specific adverse impact is further supported by the recommended CEQA finding. The findings to deny an incentive under Density Bonus Law are not equivalent to the findings for determining the existence of a significant unavoidable impact under CEQA. However, under a number of CEQA impact thresholds, the City is required to analyze whether any environmental changes caused by the project have the possibility to result in health and safety impacts. For example, CEQA Guidelines Section 15065(a)(4), provides that the City is required to find a project will have a significant impact on the environment and require an EIR if the environmental effects of a project will cause a substantial adverse effect on human beings. The proposed project and potential impacts were analyzed in accordance with the City's Environmental Quality Act (CEQA) Guidelines, as the Project is exempt from CEQA pursuant to City CEQA Guidelines, Article III, Section 1, Class 32 and there is no substantial evidence demonstrating that an exception to the Categorical Exemption per Section 15300.2 applies; and therefore, none of the potential environmental effects of the proposed Project would cause substantial adverse effects on human beings. Based on all of the above, there is no basis to deny the requested incentive.

SITE PLAN REVIEW FINDINGS

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

The Land Use Element of the City's General Plan divides the City into 35 Community Plans. The project is located within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area which designates the subject site for Community Commercial land uses corresponding to the CR, C2, C4, RAS3 and RAS4 Zones. The subject site is zoned C2-1VL-RIO, consistent with the range of zones associated with the site's corresponding land use designation.

The General Plan promotes the provision of services throughout the City in locations that are convenient to the public, but that do not negatively impact neighboring properties. As

described in detail below, the proposed housing developments in conformance with the relevant goals, and objectives of the General Plan:

General Plan Housing Element

Goal 1 of the General Plan's Housing Element is "Housing Production and Preservation." In support of this Goal is Objective 1.1: "Produce an adequate supply of rental and ownership housing in order to meet current and projected needs." The General Plan's Housing Element includes the following relevant Policies in support of this Objective:

Policy 1.1.2, "Expand affordable rental housing for all income groups that need assistance."

Policy 1.1.3, "Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households."

Policy 1.1.4, "Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards."

Policy 1.1.7, "Strengthen the capacity of the development community to develop affordable housing."

The proposed project will result in the development of 99 residential apartment units, including ten units reserved for Very Low Income Households, within a new modern residential building. The project site is served by Metro Bus Lines 162/163 and 243/242, with stops for both lines approximately 300 feet to the east of the site, located 200 feet east of the project site with connections from Sun Valley to West Hills, and from Porter Ranch to Woodland Hills. In addition, the project is located one mile from the Winnetka Orange Line Station, which provides connections from Chatsworth to Warner Center and North Hollywood. In addition, the proposed project is in substantial compliance with the purposes, intent, and provisions of the General Plan and with the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan as shown below:

Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan

The Community Plan designates the site for Community Commercial land uses, corresponding to the CR, C2, C4, RAS3 and RAS4 Zones. The site is classified in the C2-1VL Zone, does not propose to modify its zone designation, and, thus, is consistent with the planning and zoning of the Community Plan. The subject site's C2-1VL Zone allows a maximum density of 1 dwelling unit per 400 square feet and a maximum floor area ratio (FAR) of 1.5:1. As the site is 44,224.8 square-feet in lot area, this would entitle the project to a density of 110 dwelling units by right, and 146 dwelling units with a 32.5 percent density bonus, in exchange for the set aside of 10 percent of the units for Very Low Income households.

The Applicant has not utilized the density bonus to gain additional dwelling units, instead the project is for a 99-unit apartment building and 10 percent of the dwelling units are set aside for Very Low Income households in order to be eligible for two on-menu density bonus incentives and a density bonus parking option. This allows the applicant to increase the height of the project from 45 feet by a maximum of 11 feet and to increase the floor area of the project 32.5 percent from 1.5:1 to a maximum of 1.98:1. The Applicant is therefore requesting a maximum height of 53 feet and a floor area ratio of 1.92:1, consistent with the provisions of the density bonus entitlement. Approval of the requested incentive and off-menu waiver would allow for the development of a residential project

which is consistent with the following goals, objectives, and policies of the Community Plan:

Goal 1 A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Canoga-Park-Winnetka-Woodland Hills-West Hills Community Plan area.

Policy 1-1.1 Maintain an adequate supply and distribution of multi-family housing opportunities in the Community Plan Area.

Policy 1-1.4 Protect the quality of the residential environment through attention to the physical appearance of communities.

Policy 1-2.1 Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate this development.

Policy 1-2.2 Encourage multiple residential development in commercial zones.

Policy 1-4.1 Promote greater individual choice in type, quality, price and location of housing.

In addition, the project complies with the following Design Policies identified in the Community Plan's Urban Design Chapter:

- Require use of articulation, recesses, surface perforations, porticoes to break up long, flat building facades.
- Use accenting, complementary building materials for building facades.
- Maximize application of architectural features or articulation of building facades.
- Screen of mechanical and electrical equipment from public view.
- Screen all rooftop equipment and building appurtenances from public
- Require the enclosure of trash areas for all projects.
- Design of parking structure exteriors to match the style, materials and color of the main building.
- Use landscaping to screen parking structures not architecturally integrated with the main building.
- All multiple residential projects of five or more units shall be designed around a landscaped focal point or courtyard to serve as an amenity for residents.

Development of the proposed residential building will be compatible with existing and future development of the neighborhood while providing an adequate supply of multi-family housing opportunities for a variety in household incomes. Additionally, the project is sited along a commercial corridor, which provides residents with the opportunity to connect with public transit and with easy access to neighborhood serving commercial uses. Lastly, the project is conditioned to ensure the design is consistent with the Community Plan Design Guidelines, as well as with the Citywide Design Guidelines.

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

The project site is located at the southwest corner of Sherman Way and Winnetka Avenue within the Winnetka Community of the City of Los Angeles. The proposed project consists of the construction of a four-story apartment building comprised of 99 apartment units (10 units restricted for Very Low Income Households) with a maximum building height of 53 feet. The project has been designed with a modern aesthetic and includes design features to reduce the massing of the building and will provide landscaping that will result in a project that will be compatible with future and existing development, as described below:

Height

The proposed project has a total building height 53 feet, with three residential stories and two levels of parking (one street level and one subterranean level). There is a 45-foot height limitation for the C2-1VL Zone. The requested incentive, an increase in the allowable height, allows an 11-foot increase in the permitted 45-foot maximum height limit to 56 feet. Therefore, as the project is 53 feet in height, it is within the allowable maximum height for the zone.

Bulk/Massing

The building is designed as a subterranean level of parking, a parking podium, and a 'ring' of residential units atop the podium. The mass of the building is modified to provide for a front yard and rear yard which would be consistent with residential apartments in an R4 Zone. The front yard is utilized as a landscape planter area, a hardscape entrance, and a convenient location for short-term bicycle parking, whereas the rear yard is designed as a passive green space with seating. Additionally, courtyards are provided at the center of the podium level to allow units in the center of the building to have access to natural light.

This design and massing is consistent with the objectives identified in the Residential and Commercial Citywide Design Guidelines (also known as the 'Citywide Design Guidelines'). The front yard area activates the area adjacent to the street, and provides bicycle racks which are placed in a safe, well-lit location, which is convenient for residents and visitors. Additionally, the elevations have been designed with an equal level of detail, articulation, and rigor in order to comply with the objectives of the Citywide Design Guidelines.

Building Materials

The primary components of the exterior facade consist of architecturally unique projecting balconies, stucco exteriors, wood lap siding, metal awnings and louvers, canopied entrances, and metal and glass balcony railings and fixtures. The projecting balconies are integrated into the building facade. The architectural components of the building are defined by a change in building material and through a change in architectural details. The main entrance of the building is framed by a metal canopy, glass façade, and a contrasting vertical wood siding design that highlights the entrance of the building and anchors the overall design.

Consistent with the objectives of the Citywide Design Guidelines, the changes in material are purposefully designed to correspond to variations in the building mass, and the metal canopies and details are applied in a harmonious manner, consistent with the proportions and scale of the building.

Entrances

The primary pedestrian entrance will be located along Sherman Way and is easily accessible from the sidewalk. As recommended in the Citywide Design Guidelines, the primary ground floor entrance is distinct and visible, with landscaping elements, outdoor lighting and canopy framed doorways to provide an inviting pedestrian experience.

The project also complies with the building orientation outlined in the Citywide Design Guidelines, in that the gathering spaces are located at the ground level and accessible from the street. The communal spaces consisting of the recreation room, fitness room, the lounge, mail room and lobby are accessible from the main pedestrian entrance and are located along the ground floor façade. A pathway is also provided from the front entrance to the rear façade to access two bicycle rooms, a storage room, a secondary lobby, and rear yard. Both stairways on the ground floor provide access to all residential floors above.

Consistent with the driveway objectives outlined in the Citywide Design Guidelines, the project prioritizes pedestrians first and automobiles second, by placing the driveway at the edge of the parcel, incorporating the parking structure into the architectural design of the building, and by utilizing landscaping along the street façade.

Setbacks

Per LAMC Section 12.14 C., the project is not required to provide a front yard setback, however it is required to provide a side yard setback and a rear yard setback consistent with the R4 Zone as it is a residential development. Per the R4 Zone, the side yard is required to be a minimum of five feet (5') plus an additional one foot (1') for each floor above the second floor and the rear yard setback is required to be a minimum of 15 feet (15') in depth plus an additional one foot (1') for each floor above the third floor. As the project is a four-story structure, it is required to provide a seven foot (7') side yard setback and a 16 foot (16') rear yard setback. As shown in Exhibit "A", the setbacks are all provided as required by the LAMC – the front yard setback is over 15 feet (15'), the side yard setbacks are seven feet (7') on each side, and the rear yard setback is over 17 feet (17').

Parking

The project is required to provide a minimum of 126 vehicle parking spaces for the residential uses, 1 parking spaces for each of the 18 studio units and 54 one bedroom/one bathroom units and 2 spaces for each of the 27 two bedroom/two bathroom units. However, the applicant is providing 191 parking spaces, 65 spaces in excess of the parking required.

As recommended in the Citywide Design Guidelines, long-term and short-term bicycle parking is easily accessible. A total of 100 long-term bicycle parking spaces will be located within two dedicated storage rooms on the ground floor: one room with 44 bicycle stalls located near the front lobby and a second room with 56 bicycle stalls located near the rear lobby. 10 short-term bicycle parking spaces will be provided at the ground floor, near the pedestrian entrance and adjacent to the front yard landscaping area.

Lighting

Consistent with the lighting objectives referenced in the Citywide Design Guidelines, security lighting will be provided to illuminate the building, entrances, walkways, and parking areas. All project-related lighting will be directed onsite and shielded to eliminate spillover onto adjacent properties. In addition, all of the project's lighting will meet the Green Building Code requirements.

Landscaping

Various types of vegetation and trees will be provided along the northerly and southerly portions of the building, and will complement the design of the building facades to minimize the visual impact of the proposed structure, as shown in Exhibit B.

The proposed project's landscaping creates a pedestrian-friendly ground floor level and provides an inviting environment for inhabitants of the building. Additionally, the plant species have been specially selected to comply with the River Implementation Overlay requirements, as all plants have been selected from the Los Angeles County River Master Plan Landscaping Guidelines.

On the ground floor, a sun deck and rear yard will be constructed and on the second floor, two common courtyards will be provided for use by the residents. These spaces on the first and second floors will provide passive open space and active recreational space will be provided within the envelope of the building, along the front façade.

Trash Collection

The trash and recycling areas are located next to the front lobby elevators and are not visible from public view on each floor. They will include both trash and recycling areas.

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

The proposed multifamily residential project incorporates 10,779 square feet of open space required by Section 12.21 G.2 of the Los Angeles Municipal Code. The open space areas consist of interior spaces, consisting of a lounge/business center, fitness room, recreation room totaling on the ground floor, as well as outdoor spaces consisting of a 3,999 square-foot sun deck and rear yard on the ground floor and two courtyards totaling 3,650 on the podium/first floor. Additionally, there will be 29 private balconies, 50 square-feet each, for a total of 1,450 square-feet. Collectively, these spaces are a total of 10,779 square-feet, thereby complying with the code required minimum of 10,575 square-feet.

The project site is served by Metro Bus Lines 162/163 and 243/242, with stops for both lines approximately 300 feet to the east of the site, located 200 feet east of the project site with connections from Sun Valley to West Hills, and from Porter Ranch to Woodland Hills. In addition, the project is located one mile from the Winnetka Orange Line Station, which provides connections from Chatsworth to Warner Center and North Hollywood. Therefore, the proposed project provides a variety of recreational and service amenities to improve habitability for its residents, and is within proximity to transit services, which will contribute to the habitability of the building's residents and will minimize the impacts on neighboring properties.

ENVIRONMENTAL FINDING

5. On November 15, 2017, based on the whole of the administrative record, the City determined that the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

DENSITY BONUS LEGISLATION BACKGROUND

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

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

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

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

Under Government Code Section § 65915(a), § 65915(d)(2)(C) and § 65915(d)(3) the City of Los Angeles complies with the State Density Bonus law by adopting density bonus regulations and procedures as codified in Section 12.22 A.25 of the Los Angeles Municipal Code. Section 12.22 A.25 creates a procedure to waive or modify Zoning Code standards which may prevent, preclude or interfere with the effect of the density bonus by which the incentive or concession is granted, including legislative body review. The Ordinance must apply equally to all new residential development.

In exchange for setting aside a defined number of affordable dwelling units within a development, applicants may request up to three incentives in addition to the density bonus and parking relief which are permitted by right. The incentives are deviations from the City's development standards, thus providing greater relief from regulatory constraints. Utilization of the Density

Bonus/Affordable Housing Incentives Program supersedes requirements of the Los Angeles Municipal Code and underlying ordinances relative to density, number of units, parking, and other requirements relative to incentives, if requested.

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

FINANCIAL ANALYSIS/PRO-FORMA

Pursuant to the Affordable Housing Incentive Density Bonus provisions of the LAMC (Section 12.22 A.25), proposed projects that involve on-menu incentives are required to complete the Department's Master Land Use Permit Application form, and no supplemental financial data is required. The City typically has the discretion to request additional information when it is needed to help make required findings. However, the City has determined that the level of detail provided in a pro forma is not necessary to make the findings for on-menu incentives. This is primarily because each of the City's eight on-menu incentives provides additional buildable area, which, if requested by a developer, can be assumed to provide additional project income and therefore provide for affordable housing costs. When the menu of incentives was adopted by ordinance, the impacts of each were assessed in proportion to the benefits gained with a set-aside of affordable housing units. Therefore, a pro-forma illustrating construction costs and operating income and expenses is not a submittal requirement when filing a request for on-menu incentives. The City's Density Bonus Ordinance requires "a pro forma or other documentation" with requests for off-menu incentives but has no such requirement for on-menu requests.

TIME LIMIT – OBSERVANCE OF CONDITIONS

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC 12.25 A.2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

TRANSFERABILITY

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

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

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

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

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

APPEAL PERIOD - EFFECTIVE DATE

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

Planning Department public offices are located at:

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

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

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

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

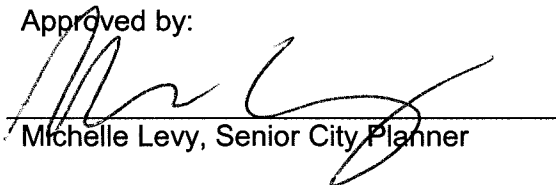
Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Building in the Valley. In order to assure that you receive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

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

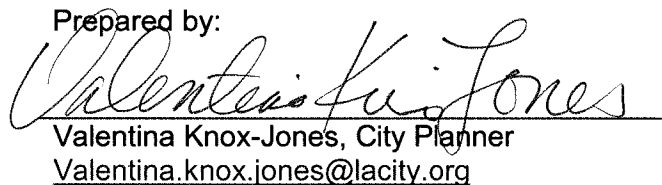
Applicant is hereby advised to file the Notice of Exemption for the associated categorical exemption after the issuance of this letter. If filed, the form shall be filed with the County of Los Angeles, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). More information on the associated fees can be found online here: <https://www.lavote.net/home/county-clerk/environmental-notice-fees>. The best practice is to go in person and photograph the posted notice in order to ensure compliance. Pursuant to Public Resources Code Section 21167 (d), the filing of this notice of exemption 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, and the possibility of a CEQA appeal, being extended to 180 days.

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:


Michelle Levy, Senior City Planner

Prepared by:


Valentina Knox-Jones, City Planner
Valentina.knox.jones@lacity.org

LA VERANDA

THIS NOTICE WAS POSTED

ON January 04 2018UNTIL February 05 2018

REGISTRAR - RECORDER/COUNTY CLERK

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)

2018 002618



FILED

Jan 04 2018

Dean G. Logan, Registrar - Recorder/County Clerk

Electronically signed by TODD TRAN

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 Planning

COUNCIL DISTRICT

14

PROJECT TITLE

CPC-2016-4669-DB-SPR

LOG REFERENCE

ENV-2016-4670-CE

PROJECT LOCATION

2420 Cesar E. Chavez Avenue (234-242 North Soto Street, 2418-2432 Cesar E. Chavez Avenue, and 323-341 North Matthews Street), Los Angeles, CA 90033

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:

Construction of a 4-story mixed-use building (129,747.60 square feet) composed of 77 affordable apartment units, resident amenity spaces, approximately 8,000 square feet of commercial space, and parking. The 85,539.8 square foot project site is currently vacant with a surface parking lot and two portable trailers. The project proposes to grade 999 cubic yards of dirt.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:

CONTACT PERSON

Jim Ries, Craig Lawson & Co.

AREA CODE

310

TELEPHONE NUMBER

828-2400

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. See attachment for Class 32 justifications.

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

Amanda Briones

TITLE

City Planning Associate

DATE

10/06/17

FEE:

\$2,280.00

RECEIPT NO.

102089274

REC'D. BY

Ulises Gonzalez

DATE

12/07/16

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record

Rev. 11-1-03 Rev. 1-31-06 Word

IF FILED BY THE APPLICANT:

Jim Ries

NAME (PRINTED)

10/12/17

DATE


 SIGNATURE

I hereby certify and attest this to be a true and correct
copy of the original record on file in the office of the
Department of City Planning of the City of Los Angeles
designated as City Planning Associate
Amanda Briones
Department Representative

2018 002618



FILED

Jan 04 2018

Dean C. Logan, Registrar - Recorder/County Clerk

Electronically signed by TODD TRAN

SUNNY GARDENS APARTMENTS

Local Jurisdiction and NEPA Responsible Entity Verification

Rev.8/7/19

To the Sponsor: Submit this form to the agency or department of local government responsible for administration of the items listed. This form may be submitted to more than one agency or department if necessary. If the NEPA Responsible Entity is not a local government (e.g. State of Calif. HOME Program, USDA RD), also submit a copy of this form to the appropriate NEPA Responsible Entity. If an item is not required, include the reason why in box provided.

Project Sponsor:	Alliance Property Group Inc.
Sponsor Address:	1730 E. Holly Avenue, Suite 327
Sponsor City:	El Segundo
Project Name:	Sunny Gardens Apartments
Project Address/site:	13712 Sunkist Drive
Project City:	La Puente
Project County:	Los Angeles
Assessor Parcel Numbers (APNs):	8464-032-048

To the local jurisdiction or NEPA Responsible Entity: The Sponsor named above has submitted an application to the State Dept. of Housing and Community Development (HCD) requesting funding for the project named above, under the Multifamily Housing Program (MHP). Projects submitted for program funding are subject to a competitive rating process. Project readiness is a component of that process. Verification of items listed below will be used in evaluating MHP applications.

		Not Required for this Project	Final date of Public Comment Period	Approved Date
All Environmental Clearances (CEQA and NEPA) necessary to begin construction are either finally approved or unnecessary:	CEQA	X		
	NEPA	X		

Specify in the box below, items not required and explain why (include documentation, if applicable):

The Project is an existing 95 units apartment complex and is categorically exempt from CEQA and not subject to NEPA approval.

	Not Required for this Project	Verified as Complete and date completed
All necessary, discretionary, and nondiscretionary public land use approvals except building permits and other ministerial approvals are:	X	
Design review approval is:	X	

Specify in the box below, items not required and explain why (include documentation, if applicable):

The Sunny Gardens Apartments were approved and constructed as part of the Sunny Gardens Specific Plan (Specific Plan No. 88-1) as Ordinance No. 606, Adopted August 22, 1989. The proposed unit rehabilitation and upgrades to the Sunny Gardens Apartments property is in conformity with Specific Plan No. 88-1 and does not require amendments to the Specific Plan.

Dated: 8/19/2019

Statement Completed by (please print):

Signature:

(wet signature is required)

Title:

Agency or Department:

Agency or Department Address:

Agency or Department Phone:

John Di Mario

Director of Development Services

City of La Puente

15900 E. Main Street, La Puente, CA91744

(626) 855-1500