March 5, 2020

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Determine that the project is within the scope of the previously-certified Downtown Plan Program Environmental Impact Report (SCH#2009071006) and warrants no further environmental review pursuant to CEQA Guidelines Section 15162; and

Approve Site Plan Review SPR19-023 for the construction of a new five-level above-grade parking garage for the City of Long Beach Civic Center and Public Safety complex, with approximately 297 parking stalls for employee and City vehicles, and an approximate floor area of 104,467 square feet, located at 115 Chestnut Avenue, in the Downtown Plan (PD-30) Planned Development District, at the site of the Police Department rear parking lot between the Police Headquarters building and City Hall. (District 2)

APPLICANT: Eric Lopez for
the City of Long Beach Department of Public Works
411 W. Ocean Blvd., 4th floor
Long Beach, CA 90802
(Application No. 1908-42)

DISCUSSION

The site is located at 115 Chestnut Avenue, on an approximately 1-acre site between the new City Hall and the Police Headquarters building (Exhibit A – Vicinity Map). The site is bounded by Chestnut Avenue on the east, the new City Hall and Civic Center to the south, Fire Station No. 1 and Magnolia Avenue to the west, and the Police Headquarters building to the north. The eastern half of the site currently is used as a surface parking lot for the Police Department, primarily serving as parking for official police vehicles. Beneath this parking lot, approximately 30 feet below grade, is the remains of the police tunnel that connected the police station's jail facility with the former Los Angeles County Superior Courthouse located at 415 W. Ocean Blvd., since demolished and replaced by the new Civic Center. The western half of the site contains a gate and guard shack, and a fueling station for Police and Fire Department vehicles. The fueling station has two underground storage tanks for diesel fuel and one for gasoline. West of the fueling station, the site also contains a parking area used by Police and Fire vehicles, an electrical transformer, a light standard, two trees, bollards, and an enclosure for a

former compressed natural gas (CNG) fueling station, the tanks and pumps for which were removed prior.

The applicant, which is the Department of Public Works, proposes to clear the project location of existing improvements, excavate and demolish the former Police tunnel, backfill the excavation, and construct a new five-level parking structure on the eastern half of the site, the portion currently used as police vehicle parking (Exhibit B – Plans). The western half of the site will be improved by creating a 40-foot-clear drive aisle with sixteen (16) ninety-degree parking stalls. Drive access is currently obstructed by the CNG pad, transformer, and bollards, and the creation of a clear drive aisle will allow easier access to the fueling station for City vehicles and fuel trucks, as well as fire apparatus turnaround and parking for Fire Station No. 1.

The proposed five-level, 47-foot-tall parking structure, which will be used to park official police vehicles and employee vehicles, contains a total of 297 parking stalls. The table below summarizes the parking stall count by level and the total. The parking structure will have its main vehicular entrance and exit on Chestnut Avenue, with a secondary exit on the west side of the structure leading to Magnolia Ave. Secured pedestrian access will be provided on the Chestnut Avenue frontage, as well as a pedestrian entrance leading directly to the "patio" area at the rear of the Police Headquarters building, which is the main building entrance for employees. The structure will have two stair towers, one at the southeast corner on the Chestnut Avenue elevation, and one at the northwest corner. The parking structure will be entirely above grade and has no subterranean or semi-subterranean areas. From grade to the highest structure elements, the tops of the stair towers, the structure will measure approximately 47 feet tall.

Table 1: Parking Summary

	Storage Vehicles	ADA	EV	Employee Standard	Employee Compact	Loading	
L1	60	2	3	-	-	2	
L2	60	-	8	-	-	-	
L3	62	-	8	-	-	-	
L4	62	-	8	-	-	-	
L5	2	-	-	16	4	-	
	246	2	27	16	4	2	297

This structure will be an accessory to the Police Headquarters building and Fire Station No. 1 and will be located on the same parcel as these buildings. It will not be used as a public parking structure or have any other commercial purpose; it will be used strictly for storage of City vehicles and City employee parking. The parking garage is therefore not considered a principal land use and is not subject to a Conditional Use Permit, as would be required for a commercial parking structure.

The Downtown Plan requires a zero-foot build-to line on Chestnut Avenue, with up to 20% of the building frontage allowed to be set back no more than five feet (5'). The parking structure provides 70% of its frontage at the build-to line, with the remaining 30% set back approximately

fifteen feet (15') due to the design requirements of a parking structure, which generally must have notched-out corners with the approximate dimensions of two parking stalls at each corner, to avoid constructing floor area that is unusable for parking stalls or drive aisles. These notched-out areas will be used for landscaping on the north, and the structure's southeast stair tower on the south. The Downtown Plan allows the Site Plan Review Committee to consider context-sensitive setbacks deviating from the build-to requirement if the intent of the Downtown Plan is met. In this case, such determination has been made by the Site Plan Review Committee.

The Downtown Plan requires parking structures to be architecturally treated on exposed elevations and encourages the remainder of the structure to be wrapped with other building uses, or otherwise largely hidden from view. The elevation on Chestnut Avenue, and potentially the portion of the north elevation that extends eastward beyond the Police Headquarters building and the portion of the south elevation nearest Chestnut Avenue, will receive an architectural treatment that is under development, and is incorporated as a condition of approval. This may include a custom art piece covering most of the elevation, or an architectural product or custom architectural design to provide an enhanced elevation facing the public viewshed. The remainder of the parking structure is planned to be open and untreated; however, it is surrounded by the Police Headquarters building, Fire Station No. 1, and City Hall; the untreated elevations largely will not be visible from the public viewshed, in compliance with the design guidelines of the Downtown Plan.

Staff has found the proposal, as conditioned, to be in compliance overall with the development standards and design guidelines of the Downtown Plan and has documented this in written findings of fact (Exhibit C – Findings). Staff also has included conditions of approval to ensure that the final architectural treatment receive additional review by the Site Plan Review Committee prior to implementation to ensure a high-quality design (Exhibit D – Conditions of Approval). Staff therefore recommends that the Planning Commission approve the requested Site Plan Review, subject to conditions.

PUBLIC HEARING NOTICE

A 1/8th page notice of public hearing was published in the Long Beach Press-Telegram on February 20, 2020, in accordance with the requirements of Chapter 21.21 of the Long Beach Municipal Code. No public comments were received at the time the report was prepared.

ENVIRONMENTAL REVIEW

Pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, this project was analyzed as part of the previously-certified Downtown Plan Program Environmental Impact Report (SCH#2009071006) (Exhibit E – Downtown Plan PEIR). A CEQA compliance checklist was prepared for this project. The checklist determined that the project will not result in any new significant impacts or any increased significant that exceed those analyzed in the Downtown Plan PEIR, with mitigation measures incorporated (Exhibit F – Program EIR Compliance Checklist PECC-03-19). The development is subject to the Downtown Plan PEIR Mitigation Monitoring and Reporting Program (MMRP), which is attached to the checklist. The MMRP is designed to ensure compliance with adopted mitigation measures during project. For each mitigation measure recommended in the PEIR that applies to the applicant's proposal, specifications are made in the MMRP that identify the action required and the monitoring that must occur. The party responsible for verifying compliance with individual mitigation measures is identified in the MMRP as well.

Respectfully submitted,

SCOTT KINSEY, AICP
PROJECT PLANNER

ALEXIS OROPEZA
CURRENT PLANNING OFFICER

CHRISTOPHER KOONTZ, AICP
PLANNING BUREAU MANAGER

LINDA F. TATUM, FAICP
DIRECTOR OF DEVELOPMENT SERVICES

LFT:CK:AO:sk

Attachments:
Exhibit A – Vicinity Map
Exhibit B – Plans
Exhibit C – Findings
Exhibit D – Conditions of Approval
Exhibit E – Downtown Plan PEIR
Exhibit F – Program EIR Compliance Checklist PECC-03-19



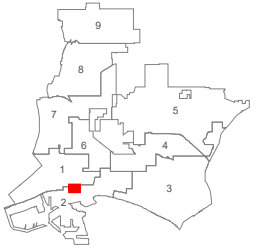
Subject Area:

115 Chestnut Pl
Application No. 1908-42
Council District: 2
Zoning Code: PD-30

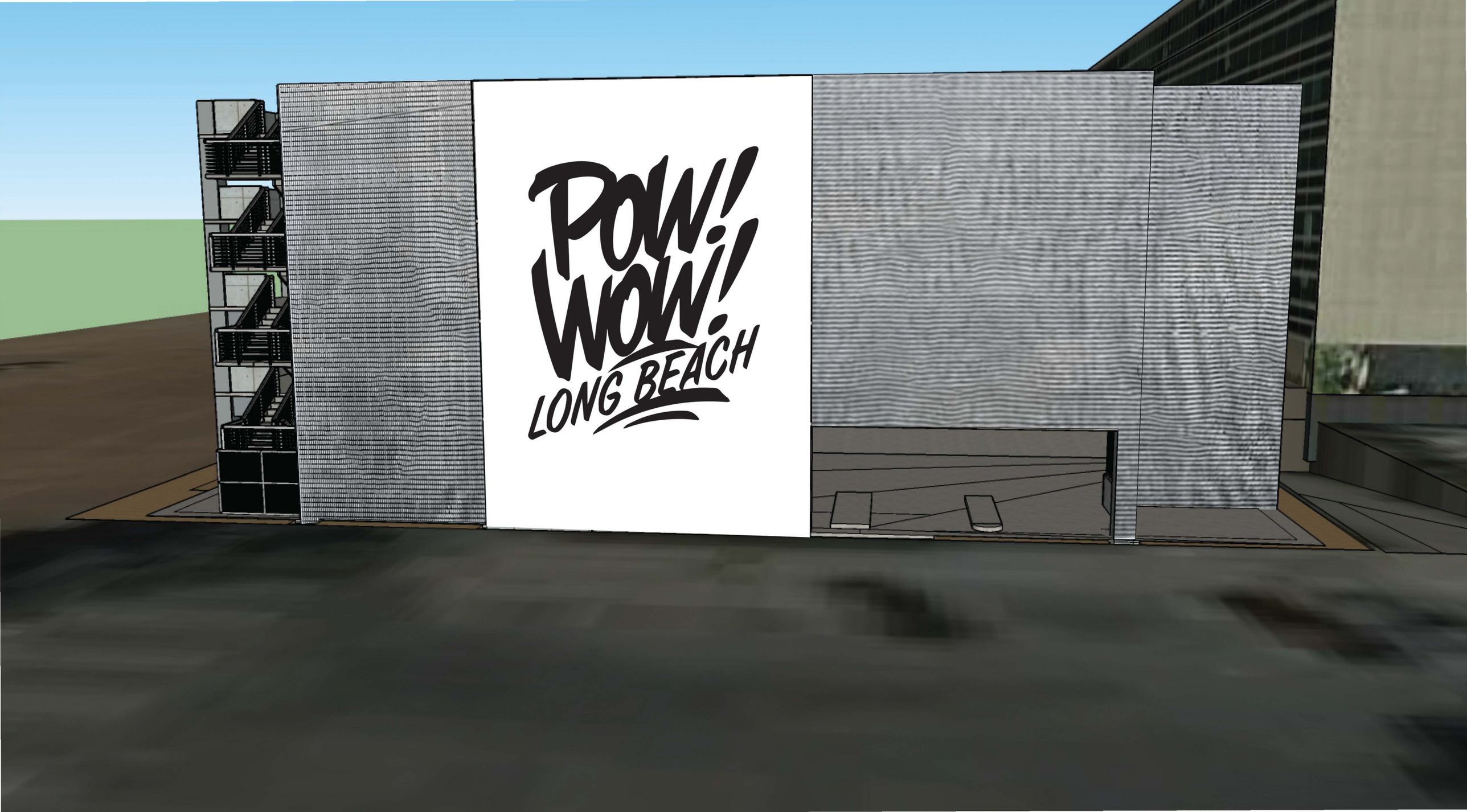
Exhibit A

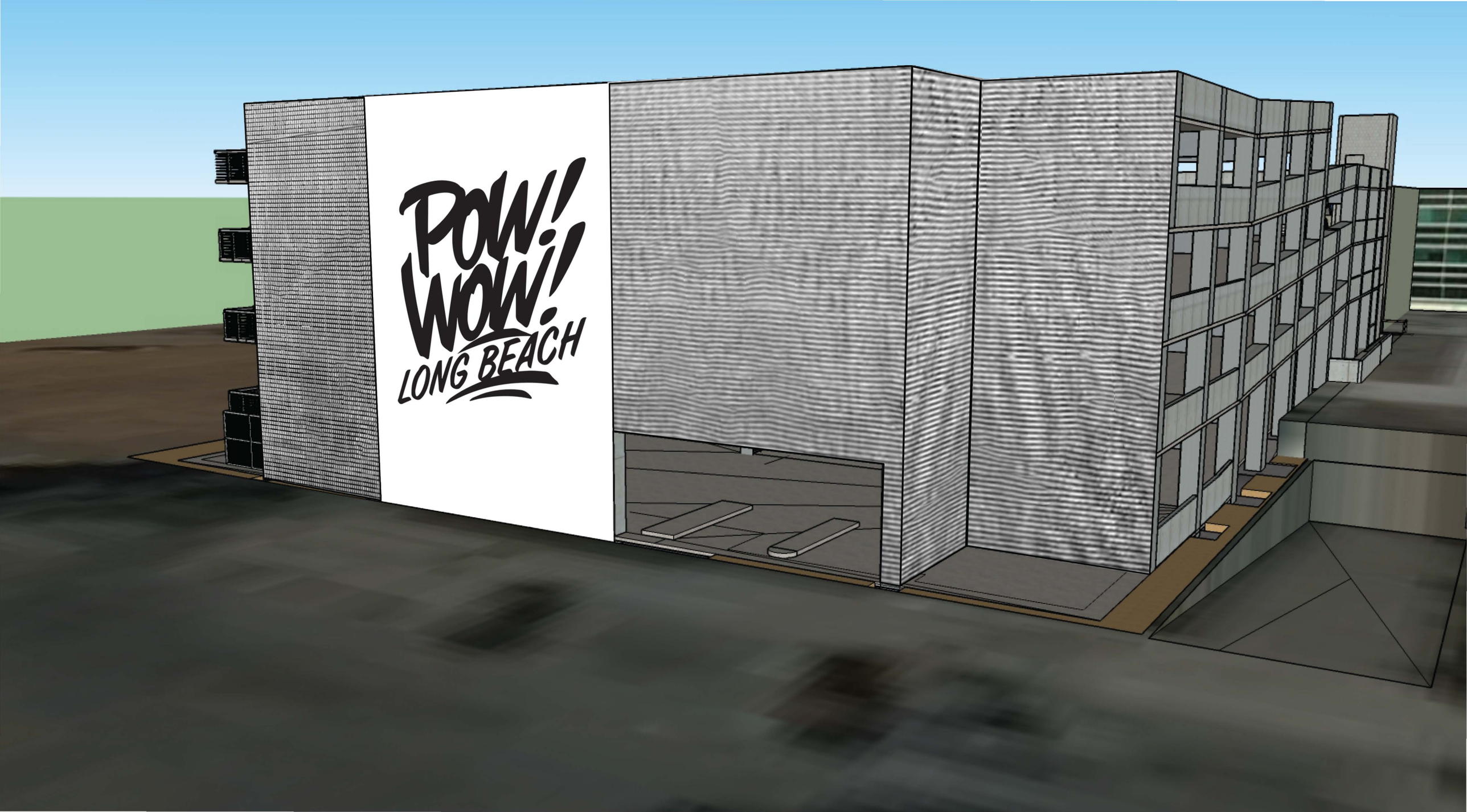
N

90 45 0 90 180 Feet



T:\Shannon\Vicinity Map Requests


POW!
WOW!
LONG BEACH


POW!
WOW!
LONG BEACH

N89° 53' 32.00"E

W BROADWAY

MAGNOLIA AVE.

CHESTNUT AVE

EXISTING BLDG
(LBC POLICE
DEPT.)

EXISTING BLDG
(LBC FIRE DEPT.
STATION)

EXISTING BLDG
(CIVIC CENTER
BLDG)

EXISTING
PLANTER

EXISTING
PLANTER

EXISTING RAMP DOWN

PROPOSED 5 LEVEL
OPEN PARKING STRUCTURE
TYPE IIB
S2 OCCUPANCY

SLOPE @ 5.0%

RAMP UP @ 5.6 %

RAMP UP @ 6.2 %

RAMP DOWN @ 7.0%

LOADING

LOADING

ELECTRICAL ROOM

INVERTER ROOM

COMM. ROOM

EXISTING WALL

POLICE VEHICLE
EXITING PATH

EXISTING CMU
WALL ENCLOSURE

EXISTING FENCE

EXISTING
CANOPY OVER FUEL
DISPENSERS

OVERALL SITE PLAN

SCALE = 1/16" = 1'-0"

N

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KLORMAN CONSTRUCTION
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Pomona, CA 91768
T: 818.904.7788 | F: 818.591.3926

REVISIONS

No.	DATE	DESCRIPTION

REVISIONS

No.	DATE	DESCRIPTION
	11.27.19	PLAN CHECK SUBMITTAL
	02.07.20	PLAN CHECK RE-SUBMITTAL

LICENSED ARCHITECT
GREGG R. WELTZMANN
C-23456
REN. 5/31/21
STATE OF CALIFORNIA

PUBLIC SAFETY PARKING STRUCTURE

115 CHESTNUT AVE
LONG BEACH, CALIFORNIA 90802

OVERALL SITE PLAN

JOB NO.
18-009

PROJECT NO.
3003150007

SHEET NO.
A101

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I CERTIFY THAT THE PRIMARY PATH OF TRAVEL TO THE SPECIFIC AREA OF ALTERATION, STRUCTURAL REPAIR OR ADDITION FROM THE PUBLIC WAY OR ACCESSIBLE PARKING SPACE AS INDICATED ON THE PLANS DOES NOT INCLUDE STEPS OR A SLOPE EXCEEDING 1:20 EXCEPT WHERE ACCESS IS PROVIDED BY A RAMP WITH A 1:12 MAXIMUM SLOPE, ACCESSIBLE ELEVATOR OR OTHERWISE GRANTED BY AN UNREASONABLE HARDSHIP EXEMPTION. I UNDERSTAND THAT IF THE PRIMARY PATH OF TRAVEL IS FOUND NOT TO BE AS INDICATED, SIGNIFICANT DELAYS MAY RESULT.

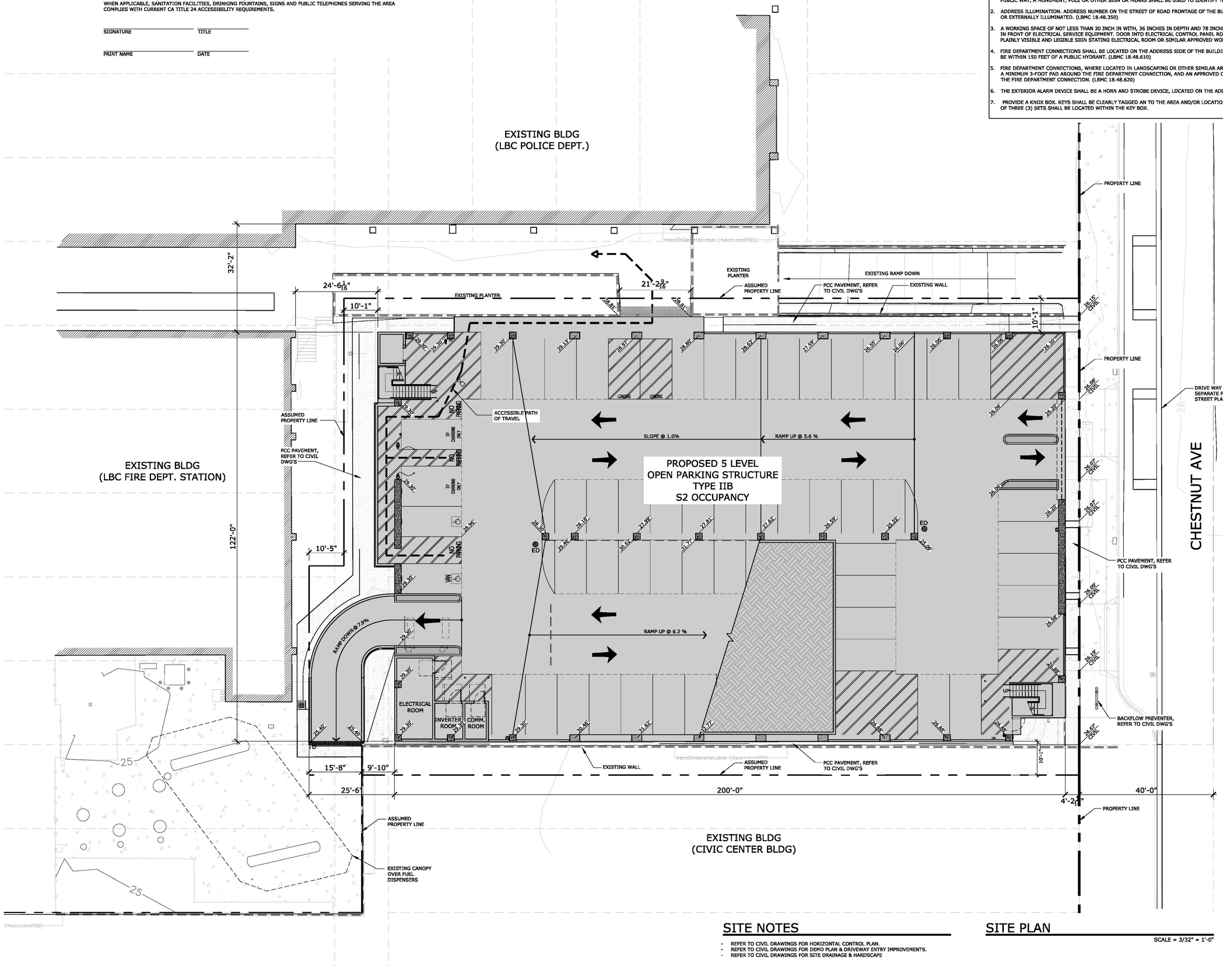
FURTHERMORE, I CERTIFY THAT THESE PLANS WERE PREPARED UNDER MY DIRECT SUPERVISION AND THAT THE AREA OF SPECIFIC ALTERATION, STRUCTURAL REPAIR OR ADDITION, INCLUDING A PRIMARY ENTRANCE TO THE EXISTING BUILDING AND WHEN APPLICABLE, SANITATION FACILITIES, DRINKING FOUNTAINS, SIGNS AND PUBLIC TELEPHONES SERVING THE AREA COMPLIES WITH CURRENT CA TITLE 24 ACCESSIBILITY REQUIREMENTS.

SIGNATURE _____ TITLE _____

PRINT NAME _____ DATE _____

FIRE DEPT. NOTES:

1. NEW AND EXISTING BUILDINGS SHALL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY, CONTRASTING WITH THEIR BACKGROUND, NUMBER SHALL BE A MINIMUM OF 4 INCHES HIGH WITH A MINIMUM STROKE OF .5 INCHES. WHERE ACCESS IS BY MEANS OF A PRIVATE ROAD AND BUILDING CANNOT BE VIEWED FROM THE PUBLIC WAY, A MONUMENT, POLE OR OTHER SIGN OR MEANS SHALL BE USED TO IDENTIFY THE STRUCTURE. (CFC 505.1)
2. ADDRESS ILLUMINATION. ADDRESS NUMBER ON THE STREET OF ROAD FRONTAGE OF THE BUILDING, SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED. (LBMC 18.48.350)
3. A WORKING SPACE OF NOT LESS THAN 30 INCH IN WITH, 36 INCHES IN DEPTH AND 78 INCHES IN HEIGHT SHALL BE PROVIDE IN FRONT OF ELECTRICAL SERVICE EQUIPMENT. DOOR INTO ELECTRICAL CONTROL PANEL ROOM SHALL BE MARKED WITH A PLAINLY VISIBLE AND LEGIBLE SIGN STATING ELECTRICAL ROOM OR SIMILAR APPROVED WORDING (CFC 605.3)
4. FIRE DEPARTMENT CONNECTIONS SHALL BE LOCATED ON THE ADDRESS SIDE OF THE BUILDING OR STRUCTURE AND SHALL BE WITHIN 150 FEET OF A PUBLIC HYDRANT. (LBMC 18.48.610)
5. FIRE DEPARTMENT CONNECTIONS, WHERE LOCATED IN LANDSCAPING OR OTHER SIMILAR AREAS, SHALL BE PROVIDED WITH A MINIMUM 3-FOOT PAD AROUND THE FIRE DEPARTMENT CONNECTION, AND AN APPROVED CONCRETE PATHWAY LEADING TO THE FIRE DEPARTMENT CONNECTION. (LBMC 18.48.620)
6. THE EXTERIOR ALARM DEVICE SHALL BE A HORN AND STROBE DEVICE, LOCATED ON THE ADDRESS SIDE OF THE BUILDING.
7. PROVIDE A KNOX BOX. KEYS SHALL BE CLEARLY TAGGED AN TO THE AREA AND/OR LOCATION THEY SERVE AND A MINIMUM OF THREE (3) SETS SHALL BE LOCATED WITHIN THE KEY BOX.



SITE NOTES

- REFER TO CIVIL DRAWINGS FOR HORIZONTAL CONTROL PLAN.
- REFER TO CIVIL DRAWINGS FOR DEMO PLAN & DRIVEWAY ENTRY IMPROVEMENTS.
- REFER TO CIVIL DRAWINGS FOR SITE DRAINAGE & HARDSCAPE

SITE PLAN

SCALE = 3/32" = 1'-0"

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	02.07.20	PLAN CHECK RE-SUBMITTAL

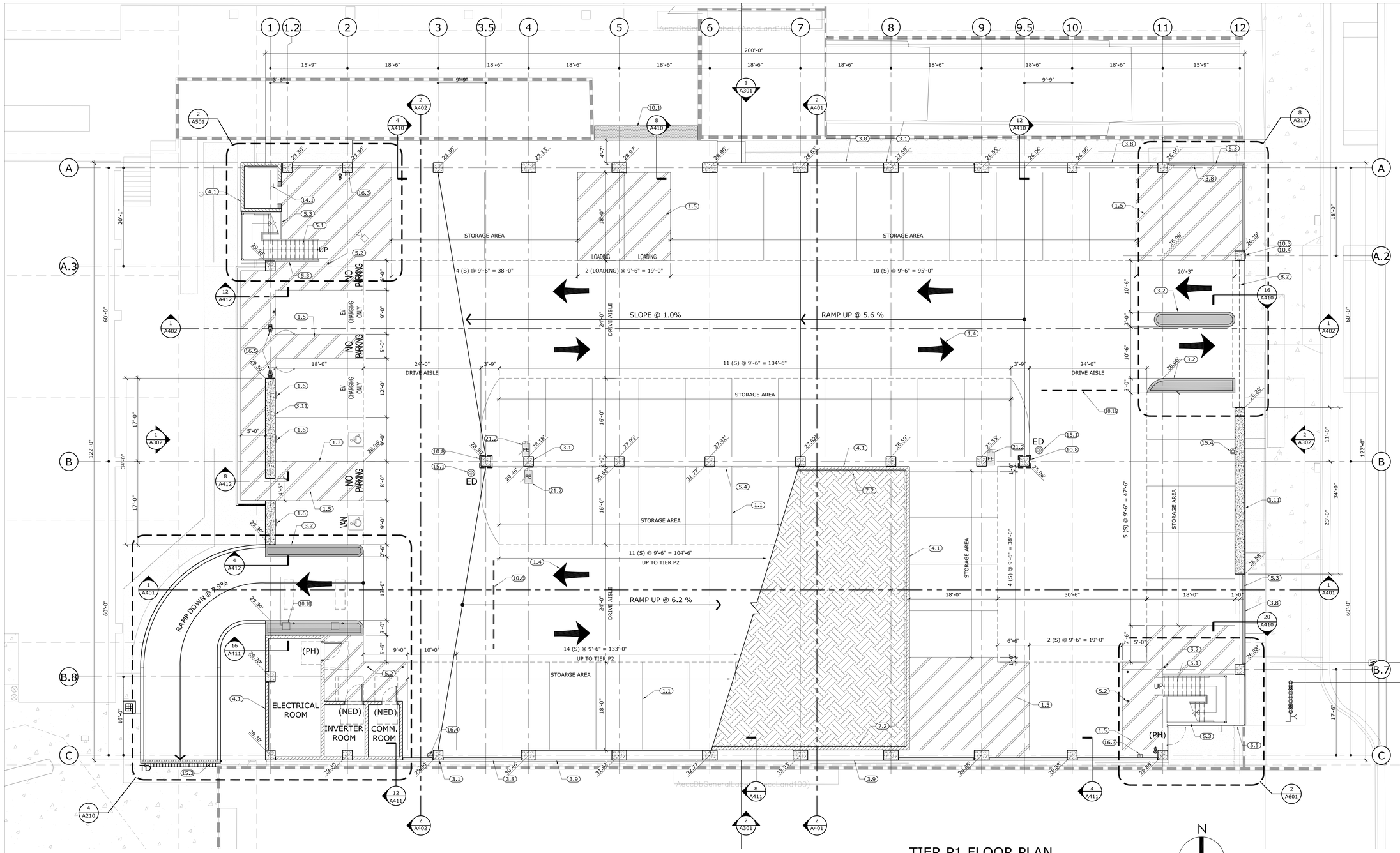
LICENSED ARCHITECT — CRAIG R. WILLIAMSON — C-23486 — REN. 5/31/21 — STATE OF CALIFORNIA

PUBLIC SAFETY PARKING STRUCTURE
115 CHESTNUT AVE.
LONG BEACH, CALIFORNIA 90802

ENLARGED SITE PLAN

JOB NO. 18-009
PROJECT NO. 3003150007
SHEET NO. A102

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TIER P1 FLOOR PLAN

SCALE = 1/8" = 1'-0"



WALL LEGEND

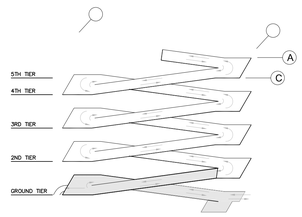
CMU WALL
2016 CBC TABLE
721.1 (2) ITEM #3-1.4

CONC. WALL
2016 CBC TABLE
721.1 (2) ITEM #4-1.1

1. MAX SLOPE OF 1.85 % AT ANY DIRECTION AT ALL ACCESSIBLE STALLS, ELEVATOR, STAIRS LANDINGS
2. CROSS SLOPE INSIDE THE ADA PATHWAY NOT EXCEED GRADIENT (1.85%) IN ANY DIRECTION
3. CONTRACTOR TO VERIFY AND CONFIRM THAT 8'-2" CLEAR IS MAINTAINED AT ALL ACCESSIBLE LEVELS (INCLUDING PIPES, DUCTS, LIGHTS)
4. ALL VERTICAL PIPE EXPOSED TO VEHICULAR IMPACT TO BE PROTECTED PER DET. 9/A801
6. ALL METALS NEED TO BE PRIME AND PAINTED
7. MEDIUM BROOM FINISHED @ ELEVATOR LOBBIES AND @ ALL ROOMS

DOOR NOTES:
(EDRHC) EXIT DOOR REQUIRES HARDWARE PER CODE.
(NED) NOT AN EXIT DOOR
(PH) PANIC HARDWARE (ONE PUSH OPENS DOOR)

ALL EXIT DOORS WITH THE SYMBOL EDRHC SHALL HAVE THE FOLLOWING DOOR HARDWARE :
A. A MAXIMUM OF ONE DEADBOLT/ LOCK OPENS THE EGRESS SIDE OF THE DOOR WHEN A SINGLE ACTION LEVER/ HANDLE ONLY IS PERFORMED, WHILE THE NON-EGRESS SIDE OF THE DOOR, HANDLE/ LEVER/ DOOR IS POSSIBLE LOCKED.



ISOMETRIC

PARKING ANALYSIS

TIERS	STALL BREAKDOWNS											BUILDING AREA		Gross Area	Sq. Ft.
	Accessible				EV										
	Standard	Van	Clear Air Stall	EV Stall	Standard EVC	Ambulatory EVC	Van Accessible EVC	Compact	Standard	Vehicle Storage	TOTAL	Grade	Elevated		Per Stall
TIER 1	1	1	0	1	1	1	0	0	0	60	65	24,386	1,731	26,117	402
TIER 2	0	0	0	8	0	0	0	0	0	60	68	0	22,877	22,877	336
TIER 3	0	0	0	8	0	0	0	0	0	62	70	0	23,471	23,471	335
TIER 4	0	0	0	8	0	0	0	0	0	62	70	0	23,471	23,471	335
TIER 5	0	0	4	0	0	0	0	4	12	2	22	0	8,297	8,297	377
TOTALS	2	4	25	1	1	0	4	12	246	295	24,386	79,847	104,233	353
Percentages %	0.68%	1.4%	8.5%			0.0%	1.4%	4.1%	83.4%	99.3%				
Walkway and Ramp											1,380			
Grand Total											25,766	79,847	105,613	

City Standards	
Stall Sizes	9'-0" x 18'-0" 9'-0" x 18'-0" 9'-0" x 18'-0" 9'-0"/10'-0" x 18'-0" 9'-0" x 18'-0" 10'-0" x 18'-0" 12'-0" x 18'-0" 8'-0 x 16'-0" 9'-0" x 18'-0" 9'-6" x 18'-0"/16'-0"
Drive Aisle Width	24'-0"
Accessible Landings	5'-0" at reg. 5'-0" at regular accessible stalls and 8'-0" at accessible van stalls

Notes: Only Conduit & capacity is being provided for 27 EV stalls. Infrastructure & EV chargers are not part of scope & provided by others.

KEY NOTES

1. - GENERAL
- 1.1 STANDARD STALL STRIPING - REFER TO DETAIL 7/A901
- 1.2 COMPACT STALL STRIPING - REFER TO DETAIL 7/A901
- 1.3 ACCESSIBLE STALL STRIPING - REFER TO DETAIL 8 OR 9/A901
- 1.4 DIRECTION ARROWS - REFER TO DETAIL 5/A901
- 1.5 WARNING STRIPING - REFER TO DETAIL 1/A901
- 1.6 ACCESSIBLE SIGN POLE MOUNT - REFER TO DETAIL 10/A901

2. - SITE CONSTRUCTION
- 2.1 LANDSCAPE AREA - REFER TO LANDSCAPE DWG'S
- 2.2 SIDEWALK - REFER TO CIVIL DWG'S

3. - CONCRETE
- 3.1 CONC. COLUMN W/ ¾" CHAMFER - REFER TO DETAIL 1/A801
- 3.2 6" RAISED CONC. CURB/ISLAND - REFER TO DETAIL 13/A801
- 3.3 ELEVATED CONC. SLAB - REFER TO STRUCT. DWGS
- 3.4 CONC. SLAB ON GRADE - REFER TO STRUCT. DWGS
- 3.5 CONC. CUNNINGHAM BEAM - REFER TO STRUCT. DWGS
- 3.6 CONC. DOWNTURN BEAM - REFER TO STRUCT. DWGS
- 3.7 CONC. TRANSFER GIRDER - REFER TO STRUCT. DWGS
- 3.8 CONC. SPANDREL - REFER TO STRUCT. DWGS
- 3.9 CONC. UPTURN BEAM- REFER TO STRUCT. DWGS
- 3.10 LINE OF CONC. SWALE
- 3.11 CONCRETE SHEAR WALL - REFER TO STRUCTURAL DWGS.
- 3.12 CONCRETE REVEAL

4. - MASONRY
- 4.1 CMU WALL - REFER TO STRUCT. DWGS

5. - METALS
- 5.1 METAL PAN STAIR, CONC. FILLED (DEFERRED SUBMITTAL)
- 5.2 METAL PIPE BOLLARD, CONC. FILLED - DETAIL 4/A801
- 5.3 METAL GUARDRAIL - REFER TO DETAIL 11 & 12 / A6.20
- 5.4 BARRIER CABLES (DEFERRED SUBMITTAL)
- 5.5 METAL SECURITY SCREEN
- 5.6 METAL CANOPY
- 5.7 SCUPPER AND DOWN SPOUT

7. - THERMAL AND MOISTURE PROTECTION
- 7.1 WATERPROOFING
- 7.2 DAMP PROOFING

8. - DOOR AND WINDOWS
- 8.1 METAL DOOR
- 8.2 METAL ROLL DOWN DOOR

9. - FINISHES
- 9.1 N/A

10. - SPECIALTIES
- 10.1 DETECTABLE WARNING STRIP - SEE DETAIL 6/A901
- 10.2 OVERHEAD VEHICLE ENTRY / EXIT BARRIER BAR
- 10.3 FUEL WARNING SIGN - REFER TO DETAIL 13/A901
- 10.4 ACCESSIBLE WARNING SIGN - REFER TO DETAIL 13/A901
- 10.5 ROOM IDENTIFICATION SIGN - REFER TO DETAIL 8/A701
- 10.6 REDUCED CLEARANCE BANG BAR - REFER TO DETAIL 18/A901
- 10.7 N/A
- 10.8 TIER IDENTIFICATION SIGN - REFER TO DETAIL 17/A901
- 10.9 ELASTOMERIC COATING
- 10.10 PARKING CONTROL EQUIPMENT

14. - CONVEYING EQUIPMENT
- 14.1 3500LBS ELEVATOR

15. - PLUMBING
- 15.1 EMERGENCY DRAIN - REFER TO DETAIL 11/ A801
- 15.2 ROOF DRAIN - REFER TO DETAIL 11/A801
- 15.3 TRENCH DRAIN - REFER TO PLUMBING DWG'S.
- 15.4 PLUMBING RISER W/ BENT PLATE - REFER TO DETAIL 9/A801

16. - ELECTRICAL
- 16.1 LIGHT STANDARD - REFER TO DETAIL 3/A801 & ELECTRICAL DWG'S
- 16.2 POLE MOUNTED EXIT SIGN & LIGHT - REFER TO DETAIL 20/A620 & ELECTRICAL DWG'S.
- 16.3 EMERGENCY PHONE
- 16.4 EV CHARGER J-BOX - REFER TO ELECTRICAL DWGS.
- 16.5 ELECTRIC VEHICLE CHARGER - BY OTHERS
- 16.6 EXTERIOR LIGHTING - REFER TO ELECTRICAL DWGS.

21. - FIRE SUPPRESSION SYSTEM
- 21.1 STANDPIPE RISER W/ BENT PLATE - REFER TO DETAIL 9/A801 & FIRE PROTECTION DWGS.
- 21.2 FIRE EXTINGUISHER CABINET - REFER TOD DETAIL 15/A901

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REVISIONS

No.	DATE	DESCRIPTION
1	11.27.19	PLAN CHECK SUBMITTAL
2	02.07.20	PLAN CHECK RE-SUBMITTAL

LICENSED ARCHITECT CHRISTOPHER A. WILLIAMS C-23466 REN. 5/31/21 STATE OF CALIFORNIA

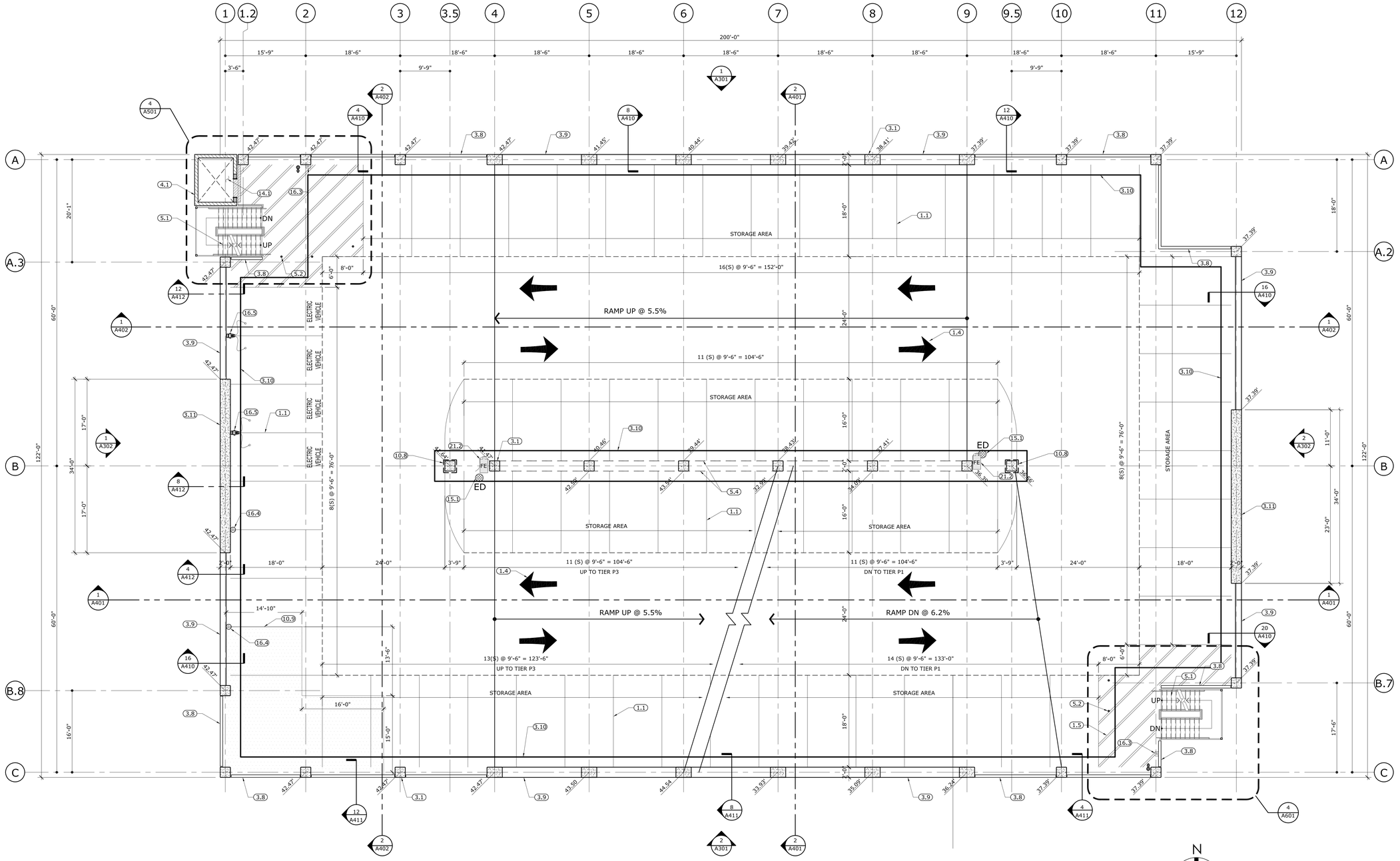
PUBLIC SAFETY PARKING STRUCTURE

115 CHESTNUT AVE
LONG BEACH, CALIFORNIA 90802

TIER P1 FLOOR PLAN

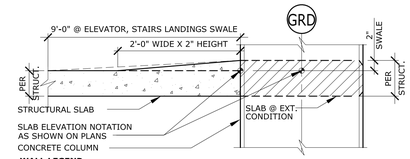
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SHEET NO. A201

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TIER P2 FLOOR PLAN

SCALE = 1/16" = 1'-0"



WALL LEGEND

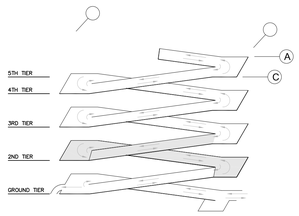
CMU WALL
2016 CBC TABLE
721.1 (2) ITEM #3-1.4

CONC. WALL
2016 CBC TABLE
721.1 (2) ITEM #4-1.1

1. MAX SLOPE OF 1.85 % AT ANY DIRECTION AT ALL ACCESSIBLE STALLS, ELEVATOR, STAIRS LANDINGS
2. CROSS SLOPE INSIDE THE ADA PATHWAY NOT EXCEED GRADIENT (1.85%) IN ANY DIRECTION
3. CONTRACTOR TO VERIFY AND CONFIRM THAT 8'-2" CLEAR IS MAINTAINED AT ALL ACCESSIBLE LEVELS (INCLUDING PIPES, DUCTS, LIGHTS)
4. ALL VERTICAL PIPE EXPOSED TO VEHICULAR IMPACT TO BE PROTECTED PER DET. 9/A801
6. ALL METALS NEED TO BE PRIME AND PAINTED
7. MEDIUM BROOM FINISHED @ ELEVATOR LOBBIES AND @ ALL ROOMS

DOOR NOTES:
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ISOMETRIC

PARKING ANALYSIS

TIERS	STALL BREAKDOWNS											BUILDING AREA		Gross Area	Sq. Ft.
	Accessible				EV										
	Standard	Van	Clear Air Stall	EV Stall	Standard EVC	Ambulatory EVC	Van Accessible EVC	Compact	Standard	Vehicle Storage	TOTAL	Grade	Elevated		Per Stall
TIER 1	1	1	0	1	1	1	0	0	0	60	65	24,386	1,731	26,117	402
TIER 2	0	0	0	8	0	0	0	0	0	60	68	0	22,877	22,877	336
TIER 3	0	0	0	8	0	0	0	0	0	62	70	0	23,471	23,471	335
TIER 4	0	0	0	8	0	0	0	0	0	62	70	0	23,471	23,471	335
TIER 5	0	0	4	0	0	0	0	4	12	2	22	0	8,297	8,297	377
TOTALS	2		4	25	1	1	0	4	12	246	295	24,386	79,847	104,233	353
Percentages %	0.68%		1.4%		8.5%		0.0%	1.4%	4.1%	83.4%	99.3%				
Walkway and Ramp												1,380			
Grand Total												25,766	79,847	105,613	

City Standards										
Stall Sizes	9'-0" x 18'-0"	9'-0" x 18'-0"	9'-0" x 18'-0"	8'-0"/10'-0" x 18'-0"	9'-0" x 18'-0"	10'-0" x 18'-0"	12'-0" x 18'-0"	8'-0 x 16'-0"	9'-0" x 18'-0"	9'-6" x 18'-0"/16'-0"
Drive Aisle Width	24'-0"									
Accesible Landings	5'-0" at reg. 5'-0" at regular accessible stalls and 8'-0" at accessible van stalls									
Notes:	Only Conduit & capacity is being provided for 27 EV stalls. Infrastructure & EV chargers are not part of scope & provided by others.									

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- 1.3 ACCESSIBLE STALL STRIPING - REFER TO DETAIL 8 OR 9/A901
- 1.4 DIRECTION ARROWS - REFER TO DETAIL 5/A901
- 1.5 WARNING STRIPING - REFER TO DETAIL 1/A901
- 1.6 ACCESSIBLE SIGN POLE MOUNT - REFER TO DETAIL 10/A901

2. - SITE CONSTRUCTION
- 2.1 LANDSCAPE AREA - REFER TO LANDSCAPE DWG'S
- 2.2 SIDEWALK - REFER TO CIVIL DWG'S

3. - CONCRETE
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- 3.10 LINE OF CONC. SWALE
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4. - MASONRY
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5. - METALS
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- 5.2 METAL PIPE BOLLARD, CONC. FILLED - DETAIL 4/A801
- 5.3 METAL GUARDRAIL - REFER TO DETAIL 11 & 12 / A6.20
- 5.4 BARRIER CABLES (DEFERRED SUBMITTAL)
- 5.5 METAL SECURITY SCREEN
- 5.6 METAL CANOPY
- 5.7 SCUPPER AND DOWN SPOUT

7. - THERMAL AND MOISTURE PROTECTION
- 7.1 WATERPROOFING
- 7.2 DAMP PROOFING

8. - DOOR AND WINDOWS
- 8.1 METAL DOOR
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9. - FINISHES
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- 10.7 N/A
- 10.8 TIER IDENTIFICATION SIGN - REFER TO DETAIL 17/A901
- 10.9 ELASTOMERIC COATING
- 10.10 PARKING CONTROL EQUIPMENT

14. - CONVEYING EQUIPMENT
- 14.1 3500LBS ELEVATOR

15. - PLUMBING
- 15.1 EMERGENCY DRAIN - REFER TO DETAIL 11/ A801
- 15.2 ROOF DRAIN - REFER TO DETAIL 11/A801
- 15.3 TRENCH DRAIN - REFER TO PLUMBING DWG'S.
- 15.4 PLUMBING RISER W/ BENT PLATE - REFER TO DETAIL 9/A801

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- 16.1 LIGHT STANDARD - REFER TO DETAIL 3/A801 & ELECTRICAL DWG'S
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21. - FIRE SUPPRESSION SYSTEM
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- 21.2 FIRE EXTINGUISHER CABINET - REFER TOD DETAIL 15/A901

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San Clemente, CA 92673
T: 818.970.9000 | F: 818.591.3939

REVISIONS

No.	DATE	DESCRIPTION
	11.27.19	PLAN CHECK SUBMITTAL
	02.07.20	PLAN CHECK RESUBMITTAL

LICENSED ARCHITECT — JOHN R. WILLEMSEN — C-23466 — REN. 5/31/21 — STATE OF CALIFORNIA

PUBLIC SAFETY PARKING STRUCTURE

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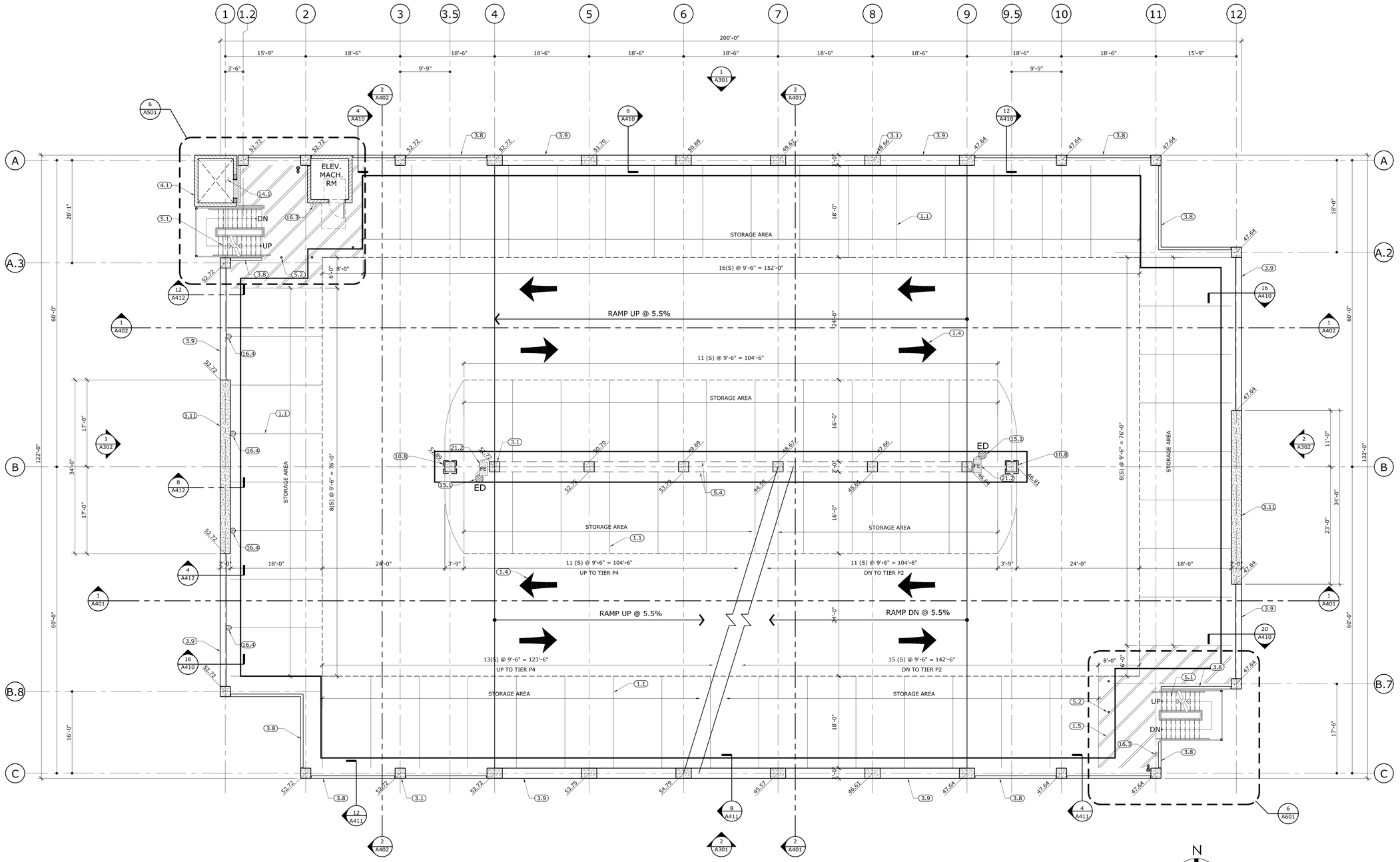
TIER P2 FLOOR PLAN

JOB NO. 18-009

PROJECT NO. 3003150007

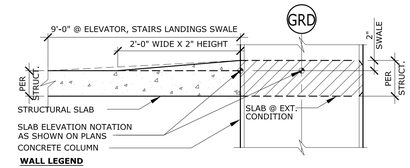
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TIER P3 FLOOR PLAN

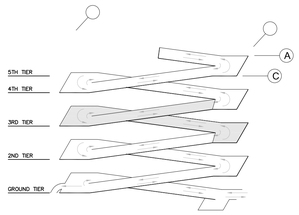
SCALE = 1/16" = 1'-0"



WALL LEGEND

CMU WALL
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721.1 (2) ITEM #3-1.4

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- 10.10 PARKING CONTROL EQUIPMENT

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- 14.1 3500LBS ELEVATOR

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REVISIONS

No.	DATE	DESCRIPTION
	11.27.19	PLAN CHECK SUBMITTAL
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LICENSED ARCHITECT — JOHN R. WILLEMSEN — C-23466 — REN. 5/31/21 — STATE OF CALIFORNIA

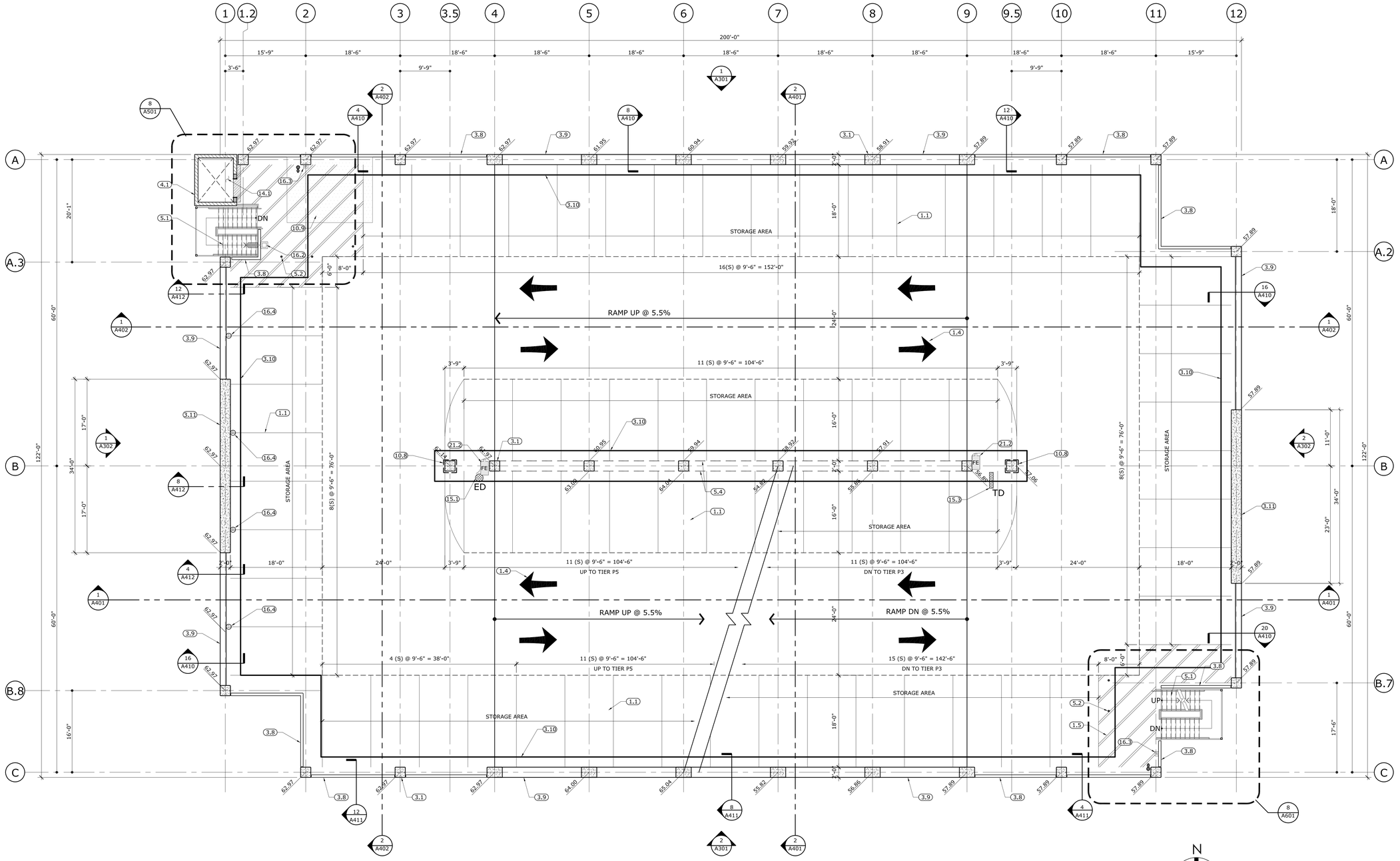
PUBLIC SAFETY PARKING STRUCTURE

115 CHESTNUT AVE.
LONG BEACH, CALIFORNIA 90802

TIER P3 FLOOR PLAN

JOB NO. 18-009
PROJECT NO. 3003150007
SHEET NO. A203

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TIER P4 (ROOF) FLOOR PLAN

SCALE = 1/16" = 1'-0"

N

9'-0" @ ELEVATOR, STAIRS LANDINGS SWALE
2'-0" WIDE X 2" HEIGHT

WALL LEGEND

CMU WALL
2016 CBC TABLE
721.1 (2) ITEM #3-1.4

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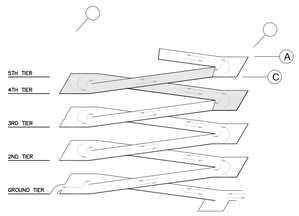
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- 21.2 FIRE EXTINGUISHER CABINET - REFER TOD DETAIL 15/A901

ISOMETRIC



PARKING ANALYSIS

TIERS	STALL BREAKDOWNS											BUILDING AREA			Gross Area	Sq. Ft.
	Accessible				EV											
	Standard	Van	Clear Air Stall	EV Stall	Standard EVC	Ambulatory EVC	Van Accessible EVC	Compact	Standard	Vehicle Storage	TOTAL	Grade	Elevated			Per Stall
TIER 1	1	1	0	1	1	1	0	0	0	60	65	24,386	1,731	26,117	402	
TIER 2	0	0	0	8	0	0	0	0	0	60	68	0	22,877	22,877	336	
TIER 3	0	0	0	8	0	0	0	0	0	62	70	0	23,471	23,471	335	
TIER 4	0	0	0	8	0	0	0	0	0	62	70	0	23,471	23,471	335	
TIER 5	0	0	4	0	0	0	0	4	12	2	22	0	8,297	8,297	377	
TOTALS	2		4	25	1	1	0	4	12	246	295	24,386	79,847	104,233	353	
Percentages %	0.68%		1.4%		8.5%		0.0%	1.4%	4.1%	83.4%	99.3%					
Walkway and Ramp												1,380				
Grand Total												25,766	79,847	105,613		

City Standards	
Stall Sizes	9'-0" x 18'-0" 9'-0" x 18'-0" 9'-0" x 18'-0" 8'-0"/10'-0" x 18'-0" 9'-0" x 18'-0" 10'-0" x 18'-0" 12'-0" x 18'-0" 8'-0 x 16'-0" 9'-0" x 18'-0" 9'-6" x 18'-0"/16'-0"
Drive Aisle Width	24'-0"
Accesible Landings	5'-0" at reg. 5'-0" at regular accessible stalls and 8'-0" at accessible van stalls

Notes: Only Conduit & capacity is being provided for 27 EV stalls. Infrastructure & EV chargers are not part of scope & provided by others.

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REVISIONS

No.	DATE	DESCRIPTION
	11.27.19	PLAN CHECK SUBMITTAL
	02.07.20	PLAN CHECK RESUBMITTAL

LICENSED ARCHITECT
JOHN R. WILLEMSEN
C-23466
REN. 5/31/21
STATE OF CALIFORNIA

PUBLIC SAFETY PARKING STRUCTURE

115 CHESTNUT AVE.
LONG BEACH, CALIFORNIA 90802

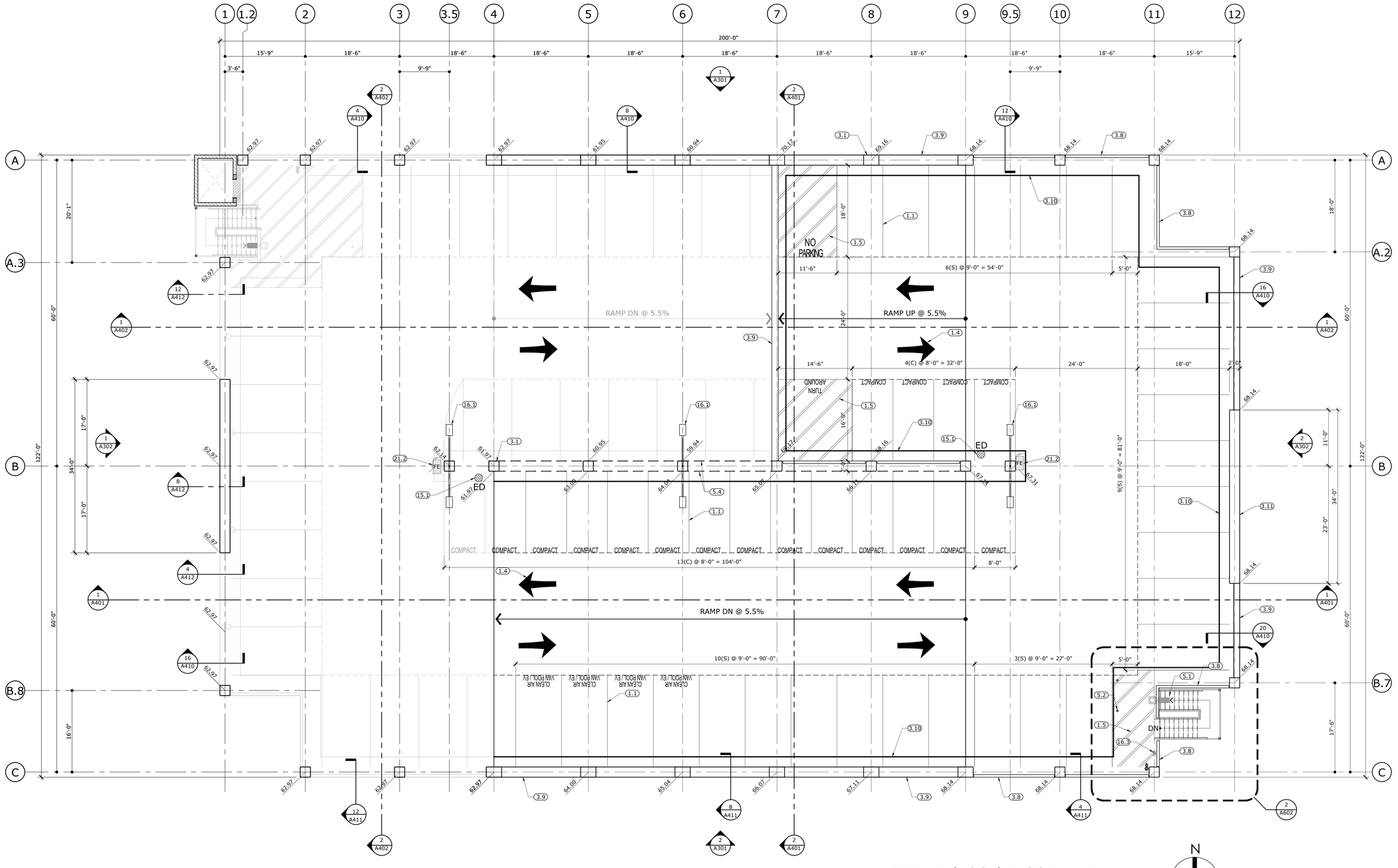
TIER P4 FLOOR PLAN

JOB NO.
18-009

PROJECT NO.
3003150007

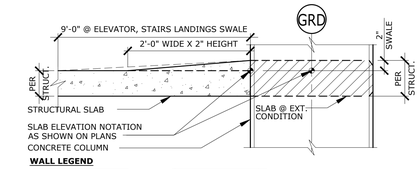
SHEET NO.
A204

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TIER P5 (ROOF) FLOOR PLAN

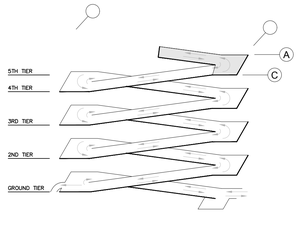
SCALE = 1/16" = 1'-0"



WALL LEGEND

CMU WALL
2016 CBC TABLE
721.1 (2) ITEM #3-1.4

CONC. WALL
2016 CBC TABLE
721.1 (2) ITEM #4-1.1



ISOMETRIC

PARKING ANALYSIS

TIERS	STALL BREAKDOWNS											BUILDING AREA		Gross Area	Sq. Ft.
	Accessible				Standard	EV Ambulatory	Van Accessible								
	Standard	Van	Clear Air Stall	EV Stall	EVC	EVC	EVC	Compact	Standard	Storage	TOTAL	Grade	Elevated		Per Stall
TIER 1	1	1	0	0	1	0	1	0	0	63	**67**	24,386	1,733	26,117	390
TIER 2	0	0	0	4	0	0	0	0	0	64	**68**	0	22,877	22,877	336
TIER 3	0	0	0	0	0	0	0	0	0	70	**70**	0	23,471	23,471	335
TIER 4	0	0	4	0	0	0	0	13	6	50	**73**	0	23,471	23,471	322
TIER 5	0	0	0	0	0	0	0	5	18	0	**23**	0	8,297	8,297	361
TOTALS	**2**		**4**	**4**	**1**	**0**	**1**	**18**	**24**		**301**	**24,386**	**79,847**	**104,233**	**346**
Percentages %	**0.66%**		**1.3%**	**1.3%**	**0.3%**	**0.0%**	**0.3%**	**6.0%**	**8.0%**		**82.1%**	**100.0%**			
Walkway and Ramp												**1,380**			
Grand Total												**25,766**	**79,847**	**105,613**	

City Standards										
Stall Sizes	9'-0" x 18'-0"	9'-0" x 18'-0"	9'-0" x 18'-0"	8'-6" x 18'-0"	9'-0" x 18'-0"	10'-0" x 18'-0"	12'-0" x 18'-0"	8'-0 x 15'-0"	9'-0" x 18'-0"	9'-6" x 18'-0"/16'-0"
Drive Aisle Width	24'-0"									
Accessible Landings	5'-0" at reg. 5'-0" at regular accessible stalls and 8'-0" at accessible van stalls									

1. MAX SLOPE OF 1.85 % AT ANY DIRECTION AT ALL ACCESSIBLE STALLS, ELEVATOR, STAIRS LANDINGS
2. CROSS SLOPE INSIDE THE ADA PATHWAY NOT EXCEED GRADIENT (1.85%) IN ANY DIRECTION
3. CONTRACTOR TO VERIFY AND CONFIRM THAT 8'-2" CLEAR IS MAINTAINED AT ALL ACCESSIBLE LEVELS (INCLUDING PIPES, DUCTS, LIGHTS)
4. ALL VERTICAL PIPE EXPOSED TO VEHICULAR IMPACT TO BE PROTECTED PER DET. 9/A801
6. ALL METALS NEED TO BE PRIME AND PAINTED
7. MEDIUM BROOM FINISHED @ ELEVATOR LOBBIES AND @ ALL ROOMS

DOOR NOTES:
(EDRHC) EXIT DOOR REQUIRES HARDWARE PER CODE.
(NED) NOT AN EXIT DOOR
(PH) PANIC HARDWARE (ONE PUSH OPENS DOOR)

ALL EXIT DOORS WITH THE SYMBOL EDRHC SHALL HAVE THE FOLLOWING DOOR HARDWARE :
A. A MAXIMUM OF ONE DEADBOLT/ LOCK OPENS THE EGRESS SIDE OF THE DOOR WHEN A SINGLE ACTION LEVER/ HANDLE ONLY IS PERFORMED, WHILE THE NON-EGRESS SIDE OF THE DOOR, HANDLE/ LEVER/ DOOR IS POSSIBLE LOCKED.

KEY NOTES

1. - GENERAL
- 1.1 STANDARD STALL STRIPING - REFER TO DETAIL 7/A901
- 1.2 COMPACT STALL STRIPING - REFER TO DETAIL 7/A901
- 1.3 ACCESSIBLE STALL STRIPING - REFER TO DETAIL 8 OR 9/A901
- 1.4 DIRECTION ARROWS - REFER TO DETAIL 5/A901
- 1.5 WARNING STRIPING - REFER TO DETAIL 1/A901
- 1.6 ACCESSIBLE SIGN POLE MOUNT - REFER TO DETAIL 10/A901

2. - SITE CONSTRUCTION
- 2.1 LANDSCAPE AREA - REFER TO LANDSCAPE DWG'S
- 2.2 SIDEWALK - REFER TO CIVIL DWG'S

3. - CONCRETE
- 3.1 CONC. COLUMN W/ ¾" CHAMFER - REFER TO DETAIL 1/A801
- 3.2 6" RAISED CONC. CURB/ISLAND - REFER TO DETAIL 13/A801
- 3.3 ELEVATED CONC. SLAB - REFER TO STRUCT. DWGS
- 3.4 CONC. SLAB ON GRADE - REFER TO STRUCT. DWGS
- 3.5 CONC. CUNNINGHAM BEAM - REFER TO STRUCT. DWGS
- 3.6 CONC. DOWNTURN BEAM - REFER TO STRUCT. DWGS
- 3.7 CONC. TRANSFER GIRDER - REFER TO STRUCT. DWGS
- 3.8 CONC. SPANDREL - REFER TO STRUCT. DWGS
- 3.9 CONC. UPTURN BEAM- REFER TO STRUCT. DWGS
- 3.10 LINE OF CONC. SWALE
- 3.11 CONCRETE SHEAR WALL - REFER TO STRUCTURAL DWGS.
- 3.12 CONCRETE REVEAL

4. - MASONRY
- 4.1 CMU WALL - REFER TO STRUCT. DWGS

5. - METALS
- 5.1 METAL PAN STAIR, CONC. FILLED (DEFERRED SUBMITTAL)
- 5.2 METAL PIPE BOLLARD, CONC. FILLED - DETAIL 4/A801
- 5.3 METAL GUARDRAIL - REFER TO DETAIL 11 & 12 / A6.20
- 5.4 BARRIER CABLES (DEFERRED SUBMITTAL)
- 5.5 METAL SECURITY SCREEN
- 5.6 METAL CANOPY
- 5.7 SCUPPER AND DOWN SPOUT

7. - THERMAL AND MOISTURE PROTECTION
- 7.1 WATERPROOFING
- 7.2 DAMP PROOFING

8. - DOOR AND WINDOWS
- 8.1 METAL DOOR
- 8.2 METAL ROLL DOWN DOOR

9. - FINISHES
- 9.1 N/A

10. - SPECIALTIES
- 10.1 DETECTABLE WARNING STRIP - SEE DETAIL 6/A901
- 10.2 OVERHEAD VEHICLE ENTRY / EXIT BARRIER BAR
- 10.3 FUEL WARNING SIGN - REFER TO DETAIL 13/A901
- 10.4 ACCESSIBLE WARNING SIGN - REFER TO DETAIL 13/A901
- 10.5 ROOM IDENTIFICATION SIGN - REFER TO DETAIL 8/A701
- 10.6 REDUCED CLEARANCE BANG BAR - REFER TO DETAIL 18/A901
- 10.7 BICYCLE RACK (BIKE RIB 2.0)
- 10.8 TIER IDENTIFICATION SIGN
- 10.9 ELASTOMERIC COATING
- 10.10 PARKING CONTROL EQUIPMENT

14. - CONVEYING EQUIPMENT
- 14.1 3500LBS ELEVATOR

15. - PLUMBING
- 15.1 EMERGENCY DRAIN - REFER TO DETAIL 11/ A801
- 15.2 ROOF DRAIN - REFER TO DETAIL 11/A801
- 15.3 TRENCH DRAIN - REFER TO PLUMBING DWG'S.
- 15.4 PLUMBING RISER W/ BENT PLATE - REFER TO DETAIL 9/A801

16. - ELECTRICAL
- 16.1 LIGHT STANDARD - REFER TO DETAIL 3/A801 & ELECTRICAL DWG'S
- 16.2 POLE MOUNTED EXIT SIGN & LIGHT - REFER TO DETAIL 20/A620 & ELECTRICAL DWG'S.
- 16.3 EMERGENCY PHONE
- 16.4 EV CHARGER J-BOX - REFER TO ELECTRICAL DWGS.
- 16.5 ELECTRIC VEHICLE CHARGER - BY OTHERS
- 16.6 EXTERIOR LIGHTING - REFER TO ELECTRICAL DWGS.

21. - FIRE SUPPRESSION SYSTEM
- 21.1 STANDPIPE RISER W/ BENT PLATE - REFER TO DETAIL 9/A801 & FIRE PROTECTION DWGS.
- 21.2 FIRE EXTINGUISHER CABINET - REFER TOD DETAIL 15/A901

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REVISIONS

No.	DATE	DESCRIPTION
	11.27.19	PLAN CHECK SUBMITTAL
	02.07.20	PLAN CHECK RESUBMITTAL

LICENSED ARCHITECT
JOHN R. WILLEMSEN
C-23466
REN. 5/31/21
STATE OF CALIFORNIA

PUBLIC SAFETY PARKING STRUCTURE

115 CHESTNUT AVE.
LONG BEACH, CALIFORNIA 90802

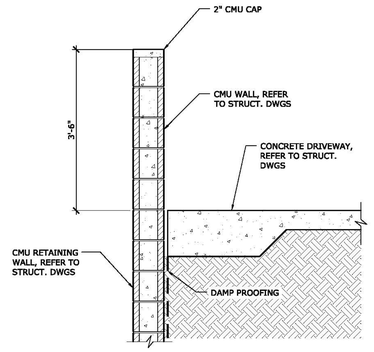
TIER P5 FLOOR PLAN

JOB NO.
18-009

PROJECT NO.
3003150007

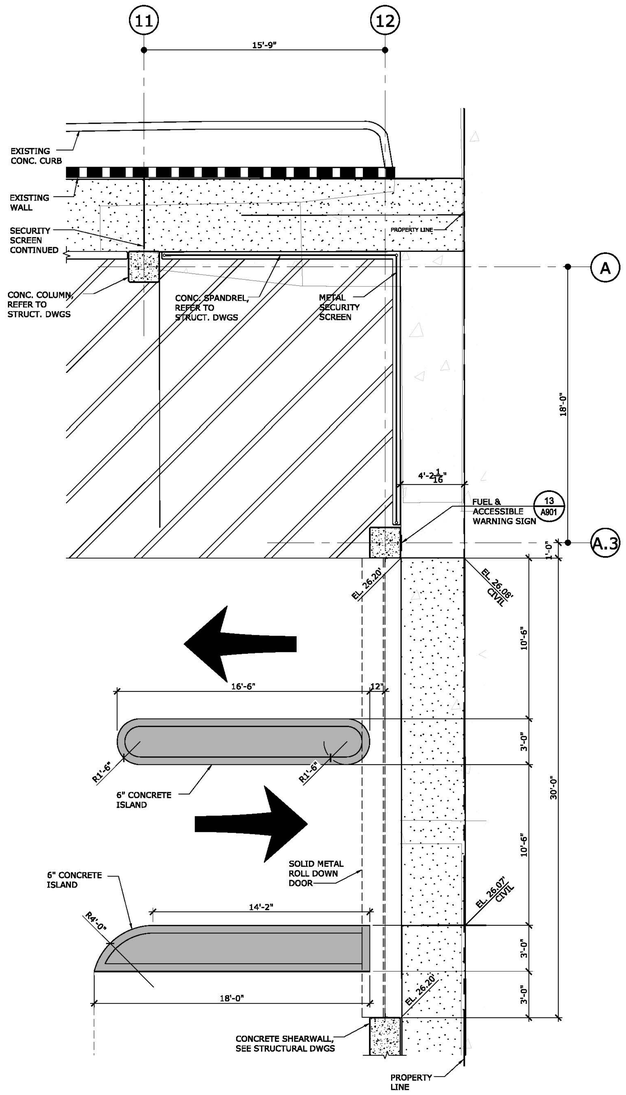
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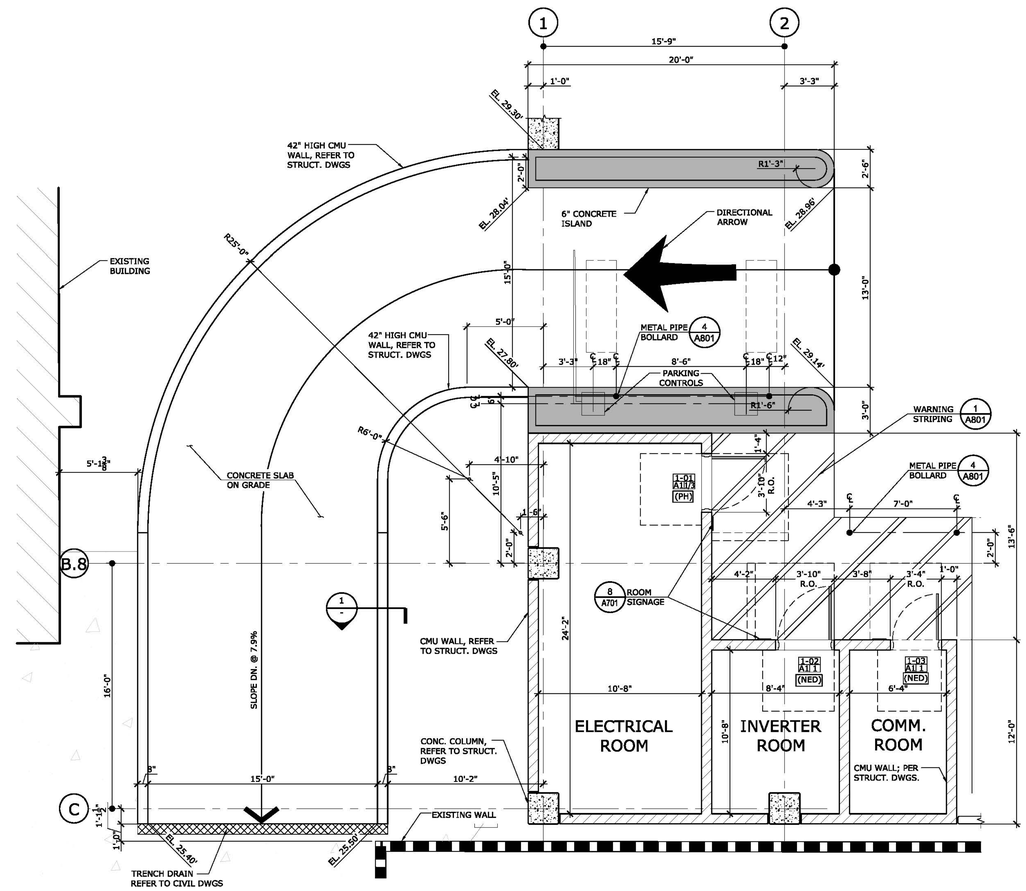
1 CMU WALL @ RAMP

18-009 DET 025 — 3/4"=1'-0"



8 ENLARGED EAST ENTRANCE / EXIT @ P1

18-009 DET012 — 1/4" = 1'-0"



4 ENLARGED WEST EXIT @ P1 AND ENLARGED ROOMS

18-009 DET011 — 1/4" = 1'-0"

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REVISIONS

No.	DATE	DESCRIPTION
	11.27.19	PLAN CHECK SUBMITTAL
	02.07.20	PLAN CHECK RESUBMITTAL

LICENSED ARCHITECT — GREGG R. WELLENSIEK — C-23466 — REN. 5/31/21 — STATE OF CALIFORNIA

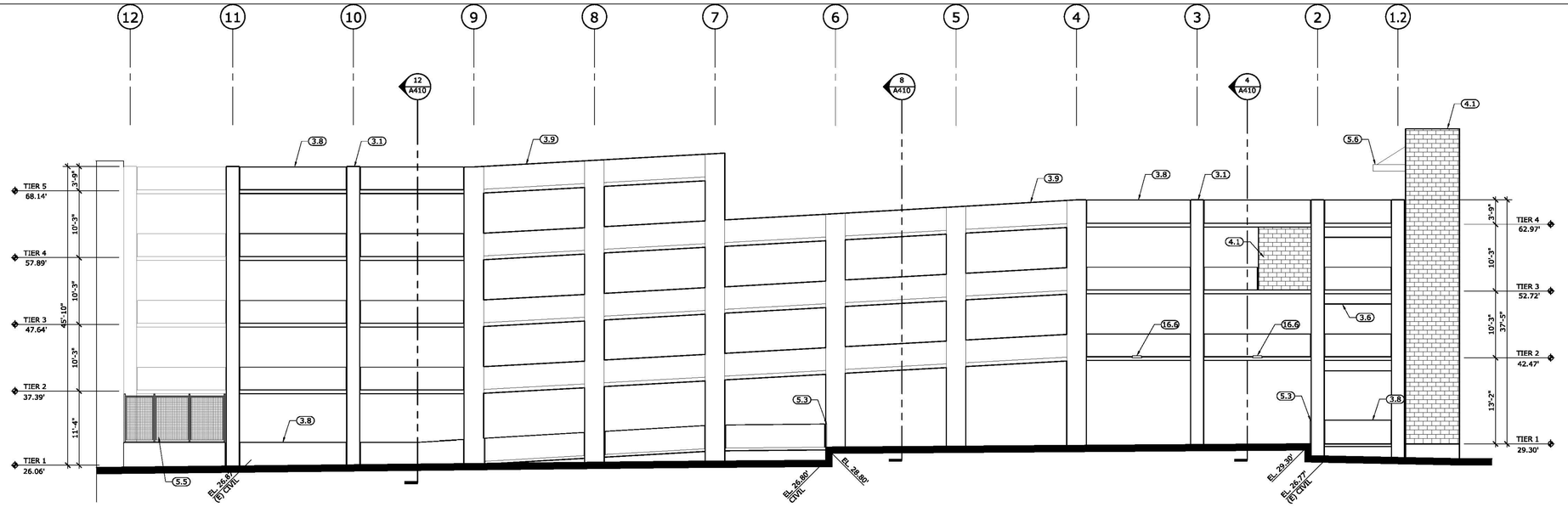
PUBLIC SAFETY PARKING STRUCTURE

115 CHESTNUT AVE
LONG BEACH, CALIFORNIA 90802

ENLARGED PLANS

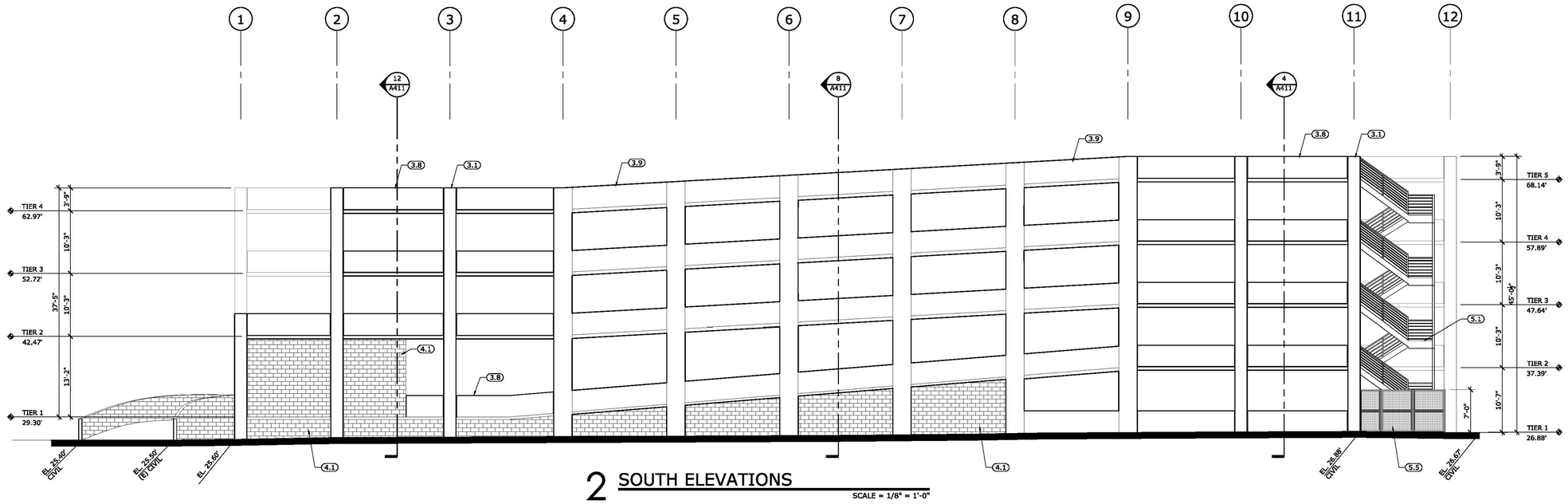
JOB NO. 18-009
PROJECT NO. 3003150007
SHEET NO. A210

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1 NORTH ELEVATION

SCALE = 1/8" = 1'-0"



2 SOUTH ELEVATIONS

SCALE = 1/8" = 1'-0"

1. - GENERAL
- 1.1 STANDARD STALL STRIPING - REFER TO DETAIL 7/A901
- 1.2 COMPACT STALL STRIPING - REFER TO DETAIL 7/A901
- 1.3 ACCESSIBLE STALL STRIPING - REFER TO DETAIL 8 OR 9/A901
- 1.4 DIRECTION ARROWS - REFER TO DETAIL 5/A901
- 1.5 WARNING STRIPING - REFER TO DETAIL 1/A901
- 1.6 ACCESSIBLE SIGN POLE MOUNT - REFER TO DETAIL 10/A901

2. - SITE CONSTRUCTION
- 2.1 LANDSCAPE AREA - REFER TO LANDSCAPE DWG'S
- 2.2 SIDEWALK - REFER TO CIVIL DWG'S

3. - CONCRETE
- 3.1 CONC. COLUMN W/ ¾" CHAMFER - REFER TO DETAIL 1/A801
- 3.2 6" RAISED CONC. CURB/ISLAND - REFER TO DETAIL 13/A801
- 3.3 ELEVATED CONC. SLAB - REFER TO STRUCT. DWGS
- 3.4 CONC. SLAB ON GRADE - REFER TO STRUCT. DWGS
- 3.5 CONC. CUNNINGHAM BEAM - REFER TO STRUCT. DWGS
- 3.6 CONC. DOWNTURN BEAM - REFER TO STRUCT. DWGS
- 3.7 CONC. TRANSFER GIRDER - REFER TO STRUCT. DWGS
- 3.8 CONC. SPANDREL - REFER TO STRUCT. DWGS
- 3.9 CONC. UPTURN BEAM- REFER TO STRUCT. DWGS
- 3.10 LINE OF CONC. SWALE
- 3.11 CONCRETE SHEAR WALL - REFER TO STRUCTURAL DWGS.
- 3.12 CONCRETE REVEAL

4. - MASONRY
- 4.1 CMU WALL - REFER TO STRUCT. DWGS

5. - METALS
- 5.1 METAL PAN STAIR, CONC. FILLED (DEFERRED SUBMITTAL)
- 5.2 METAL PIPE BOLLARD, CONC. FILLED - DETAIL 4/A801
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- 5.6 METAL CANOPY
- 5.7 SCUPPER AND DOWN SPOUT

7. - THERMAL AND MOISTURE PROTECTION
- 7.1 WATERPROOFING
- 7.2 DAMP PROOFING

8. - DOOR AND WINDOWS
- 8.1 METAL DOOR
- 8.2 METAL ROLL DOWN DOOR

9. - FINISHES
- 9.1 N/A

10. - SPECIALTIES
- 10.1 DETECTABLE WARNING STRIP - SEE DETAIL 6/A901
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- 10.4 ACCESSIBLE WARNING SIGN - REFER TO DETAIL 13/A901
- 10.5 ROOM IDENTIFICATION SIGN - REFER TO DETAIL 8/A701
- 10.6 REDUCED CLEARANCE BANG BAR - REFER TO DETAIL 18/A901
- 10.7 N/A
- 10.8 TIER IDENTIFICATION SIGN - REFER TO DETAIL 17/A901
- 10.9 ELASTOMERIC COATING
- 10.10 PARKING CONTROL EQUIPMENT

14. - CONVEYING EQUIPMENT
- 14.1 3500LBS ELEVATOR

15. - PLUMBING
- 15.1 EMERGENCY DRAIN - REFER TO DETAIL 11/ A801
- 15.2 ROOF DRAIN - REFER TO DETAIL 11/A801
- 15.3 TRENCH DRAIN - REFER TO PLUMBING DWG'S.
- 15.4 PLUMBING RISER W/ BENT PLATE - REFER TO DETAIL 9/A801

16. - ELECTRICAL
- 16.1 LIGHT STANDARD - REFER TO DETAIL 3/A801 & ELECTRICAL DWG'S
- 16.2 POLE MOUNTED EXIT SIGN & LIGHT - REFER TO DETAIL 20/A620 & ELECTRICAL DWG'S.
- 16.3 EMERGENCY PHONE
- 16.4 EV CHARGER J-BOX - REFER TO ELECTRICAL DWGS.
- 16.5 ELECTRIC VEHICLE CHARGER - BY OTHERS
- 16.6 EXTERIOR LIGHTING - REFER TO ELECTRICAL DWGS.

21. - FIRE SUPRESSION SYSTEM
- 21.1 STANDPIPE RISER W/ BENT PLATE - REFER TO DETAIL 9/A801 & FIRE PROTECTION DWGS.
- 21.2 FIRE EXTINGUISHER CABINET - REFER TOD DETAIL 15/A901

KEY NOTES

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REVISIONS

No.	DATE	DESCRIPTION
	11.27.19	PLAN CHECK SUBMITTAL
	02.07.20	PLAN CHECK RE-SUBMITTAL

LICENSED ARCHITECT CRAIG R. WILLIAMSON C-23466 REN. 5/31/21 STATE OF CALIFORNIA

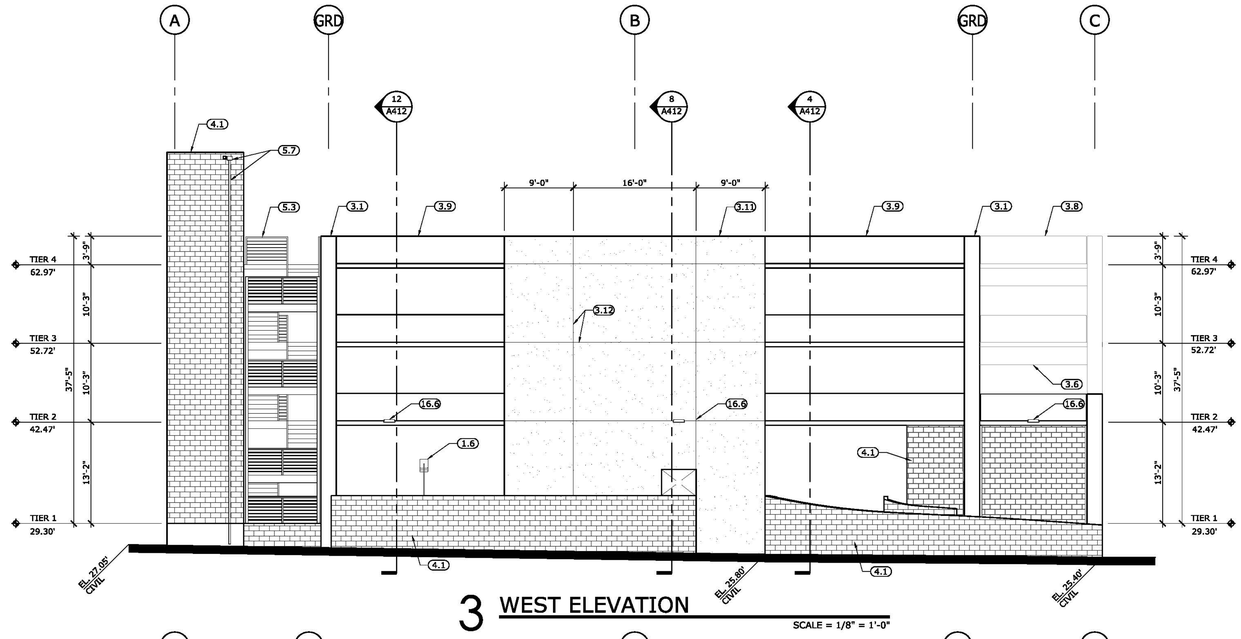
PUBLIC SAFETY PARKING STRUCTURE

115 CHESTNUT AVE
LONG BEACH, CALIFORNIA 90802

EXTERIOR BUILDING ELEVATIONS

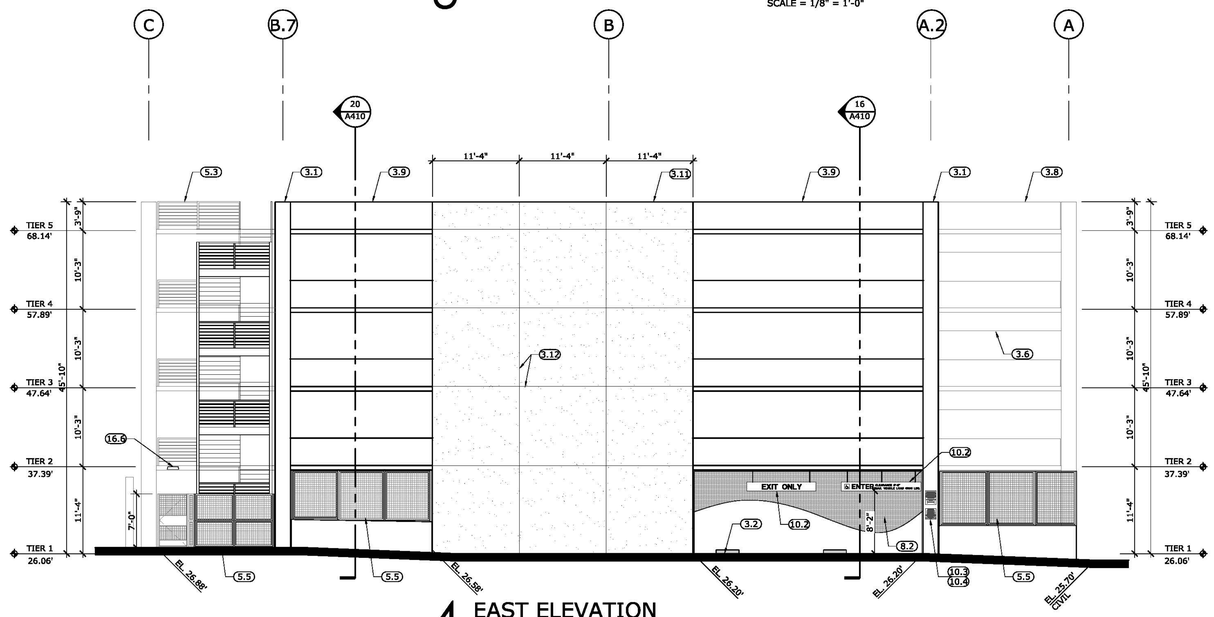
JOB NO. 18-009
PROJECT NO. 3003150007
SHEET NO. A301

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3 WEST ELEVATION

SCALE = 1/8" = 1'-0"



4 EAST ELEVATION

SCALE = 1/8" = 1'-0"

1. - GENERAL
   - 1.1 STANDARD STALL STRIPING - REFER TO DETAIL 7/A901
   - 1.2 COMPACT STALL STRIPING - REFER TO DETAIL 7/A901
   - 1.3 ACCESSIBLE STALL STRIPING - REFER TO DETAIL 8 OR 9/A901
   - 1.4 DIRECTION ARROWS - REFER TO DETAIL 5/A901
   - 1.5 WARNING STRIPING - REFER TO DETAIL 1/A901
   - 1.6 ACCESSIBLE SIGN POLE MOUNT - REFER TO DETAIL 10/A901
2. - SITE CONSTRUCTION
   - 2.1 LANDSCAPE AREA - REFER TO LANDSCAPE DWG'S
   - 2.2 SIDEWALK - REFER TO CIVIL DWG'S
3. - CONCRETE
   - 3.1 CONC. COLUMN W/ ¾" CHAMFER - REFER TO DETAIL 1/A801
   - 3.2 6" RAISED CONC. CURB/ISLAND - REFER TO DETAIL 13/A801
   - 3.3 ELEVATED CONC. SLAB - REFER TO STRUCT. DWGS
   - 3.4 CONC. SLAB ON GRADE - REFER TO STRUCT. DWGS
   - 3.5 CONC. CUNNINGHAM BEAM - REFER TO STRUCT. DWGS
   - 3.6 CONC. DOWNTURN BEAM - REFER TO STRUCT. DWGS
   - 3.7 CONC. TRANSFER GIRDER - REFER TO STRUCT. DWGS
   - 3.8 CONC. SPANDREL - REFER TO STRUCT. DWGS
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   - 3.10 LINE OF CONC. SWALE
   - 3.11 CONCRETE SHEAR WALL - REFER TO STRUCTURAL DWGS.
   - 3.12 CONCRETE REVEAL
4. - MASONRY
   - 4.1 CMU WALL - REFER TO STRUCT. DWGS
5. - METALS
   - 5.1 METAL PAN STAIR, CONC. FILLED (DEFERRED SUBMITTAL)
   - 5.2 METAL PIPE BOLLARD, CONC. FILLED - DETAIL 4/A801
   - 5.3 METAL GUARDRAIL - REFER TO DETAIL 11 & 12 / A6.20
   - 5.4 BARRIER CABLES (DEFERRED SUBMITTAL)
   - 5.5 METAL SECURITY SCREEN
   - 5.6 METAL CANOPY
   - 5.7 SCUPPER AND DOWN SPOUT
7. - THERMAL AND MOISTURE PROTECTION
   - 7.1 WATERPROOFING
   - 7.2 DAMP PROOFING
8. - DOOR AND WINDOWS
   - 8.1 METAL DOOR
   - 8.2 METAL ROLL DOWN DOOR
9. - FINISHES
   - 9.1 N/A
10. - SPECIALTIES
   - 10.1 DETECTABLE WARNING STRIP - SEE DETAIL 6/A901
   - 10.2 OVERHEAD VEHICLE ENTRY / EXIT BARRIER BAR
   - 10.3 FUEL WARNING SIGN - REFER TO DETAIL 13/A901
   - 10.4 ACCESSIBLE WARNING SIGN - REFER TO DETAIL 13/A901
   - 10.5 ROOM IDENTIFICATION SIGN - REFER TO DETAIL 8/A701
   - 10.6 REDUCED CLEARANCE BANG BAR - REFER TO DETAIL 18/A901
   - 10.7 N/A
   - 10.8 TIER IDENTIFICATION SIGN - REFER TO DETAIL 17/A901
   - 10.9 ELASTOMERIC COATING
   - 10.10 PARKING CONTROL EQUIPMENT
14. - CONVEYING EQUIPMENT
   - 14.1 3500LBS ELEVATOR
15. - PLUMBING
   - 15.1 EMERGENCY DRAIN - REFER TO DETAIL 11/ A801
   - 15.2 ROOF DRAIN - REFER TO DETAIL 11/A801
   - 15.3 TRENCH DRAIN - REFER TO PLUMBING DWG'S.
   - 15.4 PLUMBING RISER W/ BENT PLATE - REFER TO DETAIL 9/A801
16. - ELECTRICAL
   - 16.1 LIGHT STANDARD - REFER TO DETAIL 3/A801 & ELECTRICAL DWG'S
   - 16.2 POLE MOUNTED EXIT SIGN & LIGHT - REFER TO DETAIL 20/A620 & ELECTRICAL DWG'S.
   - 16.3 EMERGENCY PHONE
   - 16.4 EV CHARGER J-BOX - REFER TO ELECTRICAL DWGS.
   - 16.5 ELECTRIC VEHICLE CHARGER - BY OTHERS
   - 16.6 EXTERIOR LIGHTING - REFER TO ELECTRICAL DWGS.
21. - FIRE SUPRESSION SYSTEM
   - 21.1 STANDPIPE RISER W/ BENT PLATE - REFER TO DETAIL 9/A801 & FIRE PROTECTION DWGS.
   - 21.2 FIRE EXTINGUISHER CABINET - REFER TOD DETAIL 15/A901

KEY NOTES

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REVISIONS

No.	DATE	DESCRIPTION
	11.27.19	PLAN CHECK SUBMITTAL
	02.07.20	PLAN CHECK RE-SUBMITTAL

LICENSED ARCHITECT
GREGG R. WELLENSIEK
C-23486
REN. 5/31/21
STATE OF CALIFORNIA

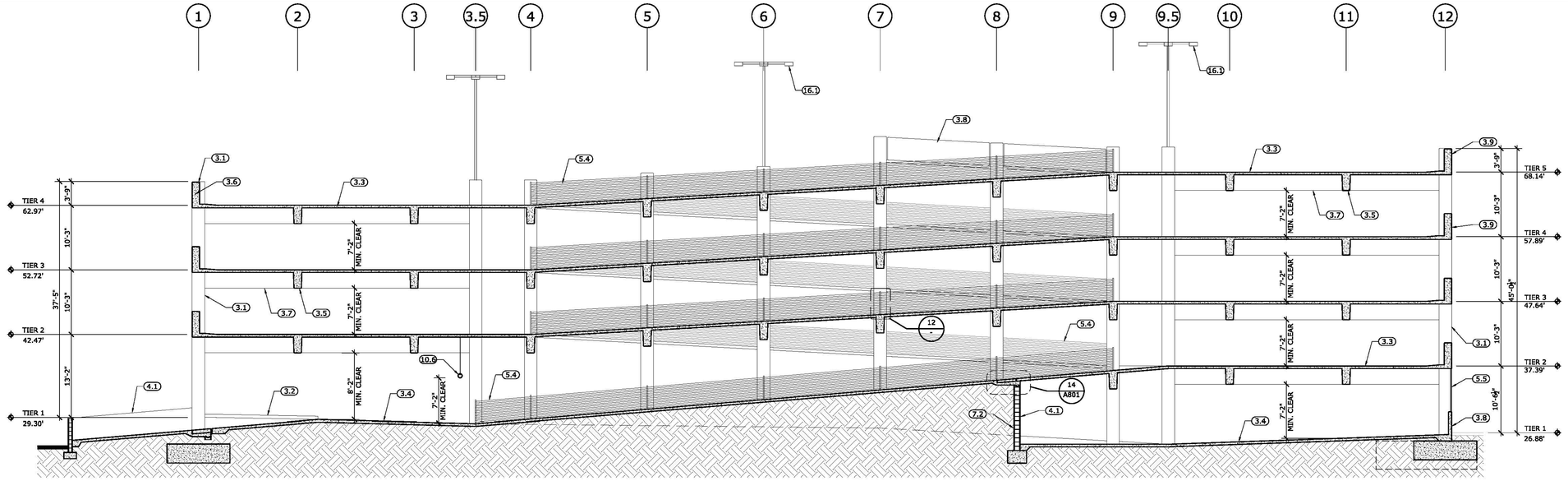
PUBLIC SAFETY PARKING STRUCTURE

116 CHESTNUT AVE
LONG BEACH, CALIFORNIA 90802

EXTERIOR BUILDING ELEVATIONS

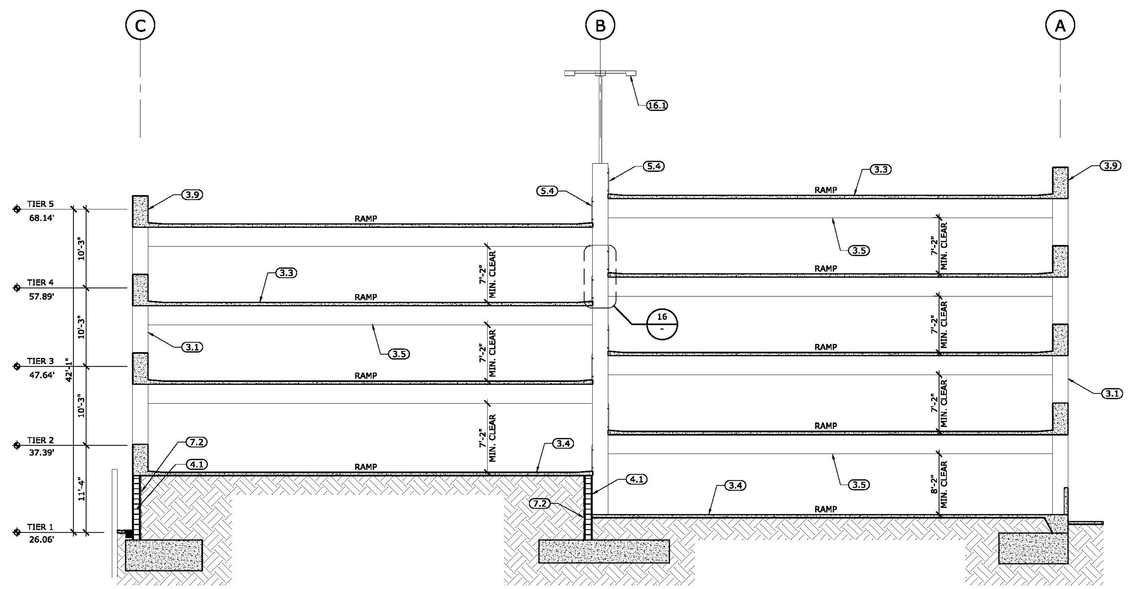
JOB NO.
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PROJECT NO.
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A302

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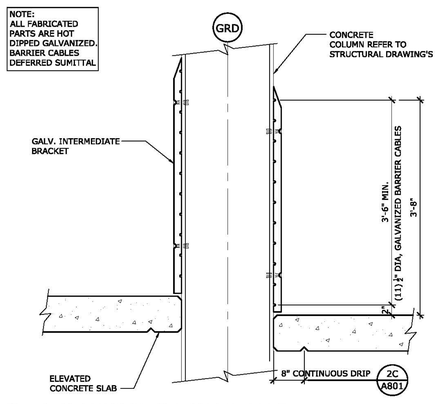
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SCALE = 1/8" = 1'-0"



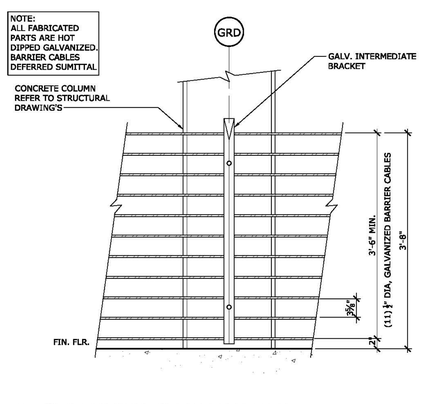
2 BUILDING CROSS SECTION

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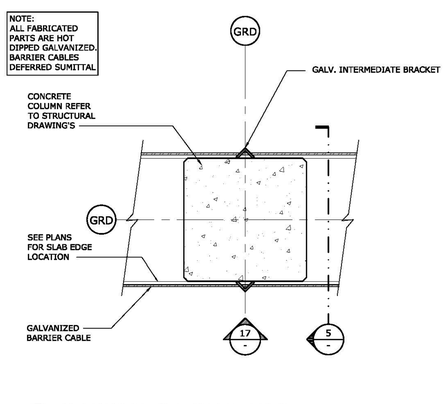
16 BARRIER CABLE DETAIL

10-039 SCALE: 1" = 1'-0"



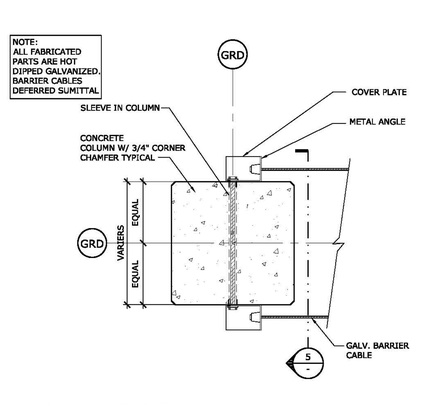
12 BARRIER CABLE DETAIL

10-039 SCALE: 1" = 1'-0"



8 BARRIER CABLE DETAIL

18-027DET030 1" = 1'-0"



4 BARRIER CABLE DETAIL

18-027DET029 1" = 1'-0"

KEY NOTES

1. - GENERAL
   - 1.1 STANDARD STALL STRIPING - REFER TO DETAIL 7/A901
   - 1.2 COMPACT STALL STRIPING - REFER TO DETAIL 7/A901
   - 1.3 ACCESSIBLE STALL STRIPING - REFER TO DETAIL 8 OR 9/A901
   - 1.4 DIRECTION ARROWS - REFER TO DETAIL 5/A901
   - 1.5 WARNING STRIPING - REFER TO DETAIL 1/A901
   - 1.6 ACCESSIBLE SIGN POLE MOUNT - REFER TO DETAIL 10/A901
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   - 2.1 LANDSCAPE AREA - REFER TO LANDSCAPE DWG'S
   - 2.2 SIDEWALK - REFER TO CIVIL DWG'S
3. - CONCRETE
   - 3.1 CONC. COLUMN W/ ¾" CHAMFER - REFER TO DETAIL 1/A801
   - 3.2 6" RAISED CONC. CURB/ISLAND - REFER TO DETAIL 13/A801
   - 3.3 ELEVATED CONC. SLAB - REFER TO STRUCT. DWGS
   - 3.4 CONC. SLAB ON GRADE - REFER TO STRUCT. DWGS
   - 3.5 CONC. CUNNINGHAM BEAM - REFER TO STRUCT. DWGS
   - 3.6 CONC. DOWNTURN BEAM - REFER TO STRUCT. DWGS
   - 3.7 CONC. TRANSFER GIRDER - REFER TO STRUCT. DWGS
   - 3.8 CONC. SPANDREL - REFER TO STRUCT. DWGS
   - 3.9 CONC. UPTURN BEAM- REFER TO STRUCT. DWGS
   - 3.10 LINE OF CONC. SWALE
   - 3.11 CONCRETE SHEAR WALL - REFER TO STRUCTURAL DWGS.
   - 3.12 CONCRETE REVEAL
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   - 4.1 CMU WALL - REFER TO STRUCT. DWGS
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REVISIONS

No.	DATE	DESCRIPTION
	11.27.19	PLAN CHECK SUBMITTAL
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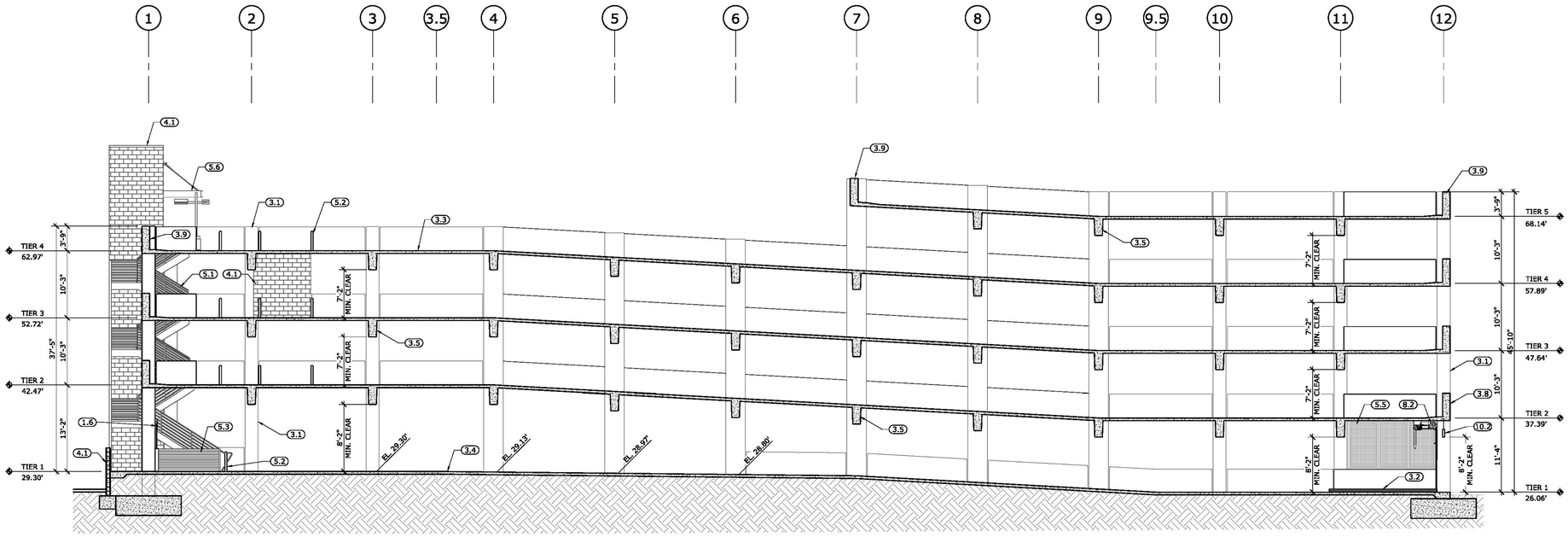
PUBLIC SAFETY PARKING STRUCTURE

115 CHESTNUT AVE
LONG BEACH, CALIFORNIA 90802

BUILDING SECTIONS

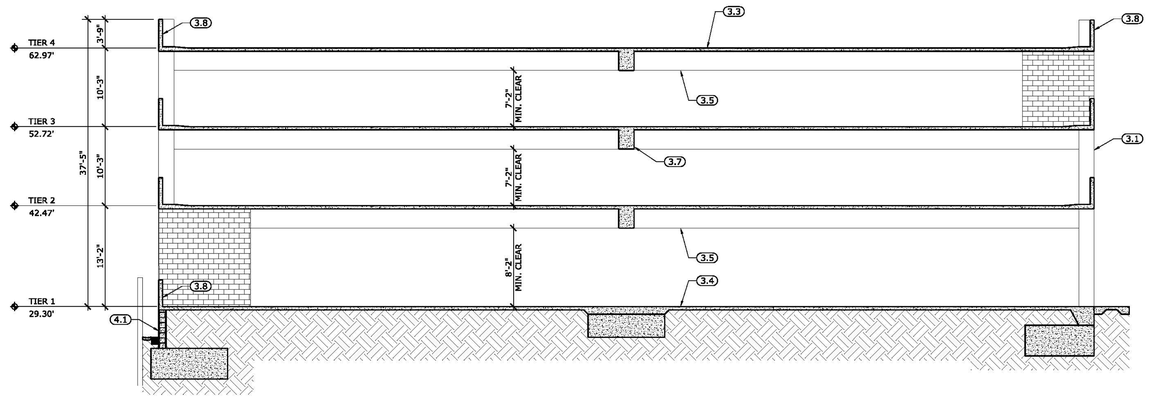
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1 LONGITUDINAL BUILDING SECTION

SCALE = 1/8" = 1'-0"



2 BUILDING CROSS SECTION

SCALE = 1/8" = 1'-0"

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REVISIONS

No.	DATE	DESCRIPTION
	11.27.19	PLAN CHECK SUBMITTAL
	02.07.20	PLAN CHECK RE-SUBMITTAL

LICENSED ARCHITECT — CORY R. WELLINGTON — C-23468 — REN. 5/31/21 — STATE OF CALIFORNIA

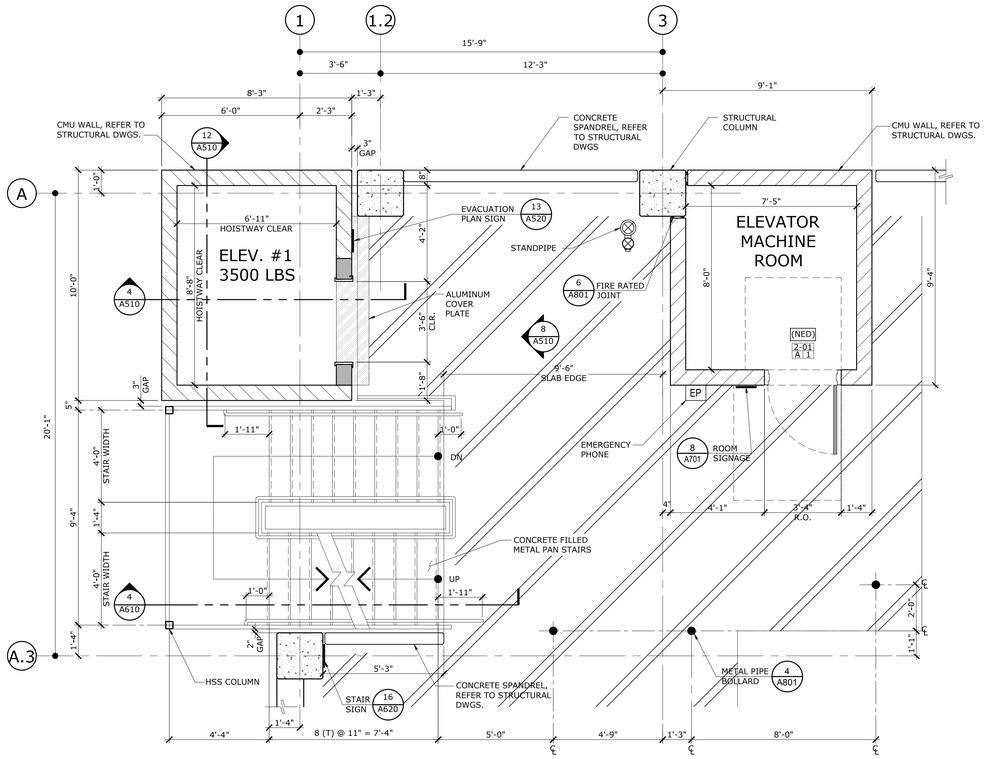
PUBLIC SAFETY PARKING STRUCTURE

115 CHESTNUT AVE.
LONG BEACH, CALIFORNIA 90802

BUILDING SECTIONS

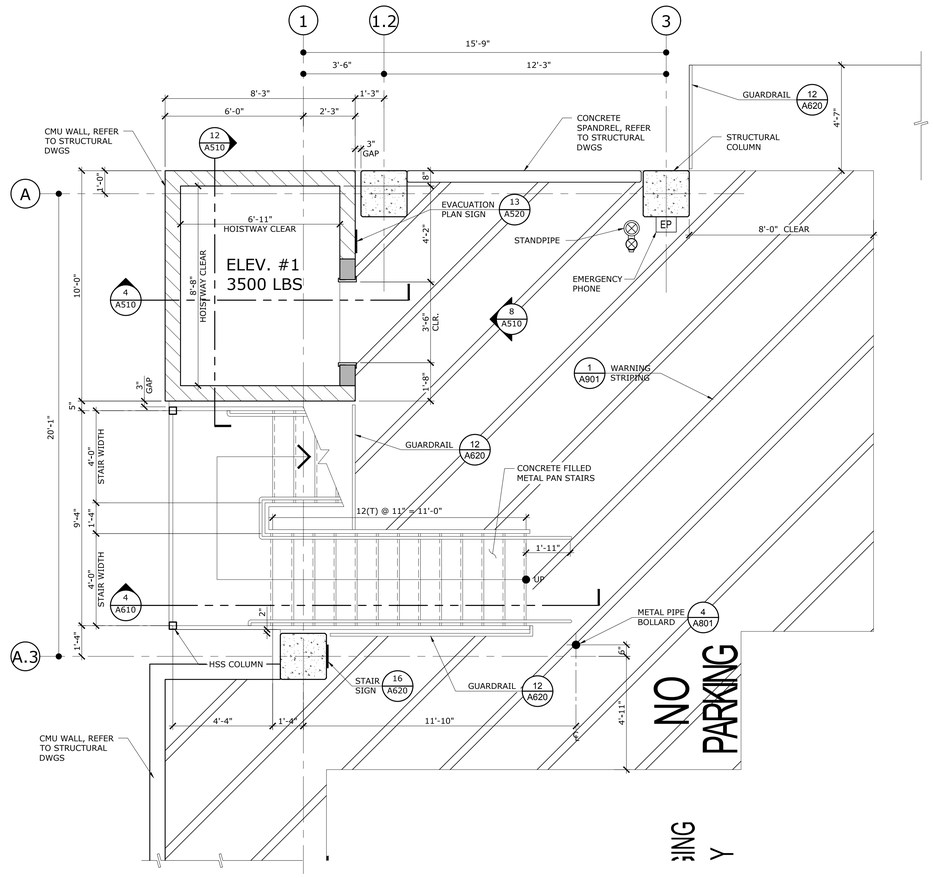
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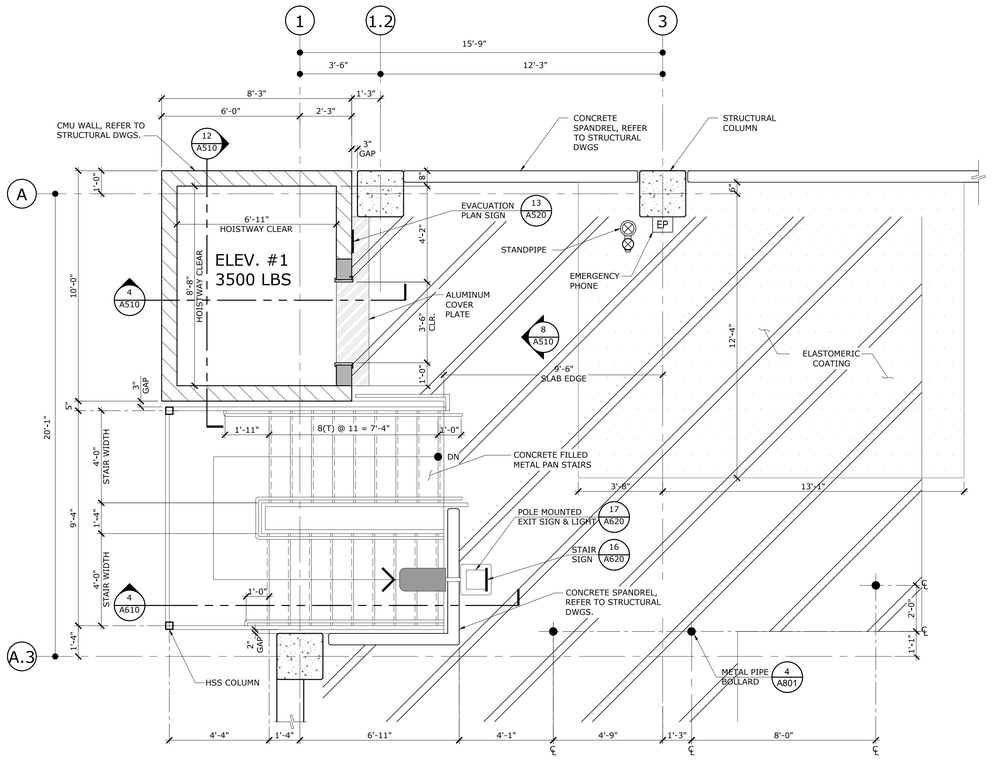
6 ENLARGED ELEVATOR #1 & STAIR #1 @ P3

18-009 DET003 — 3/8" = 1'-0"



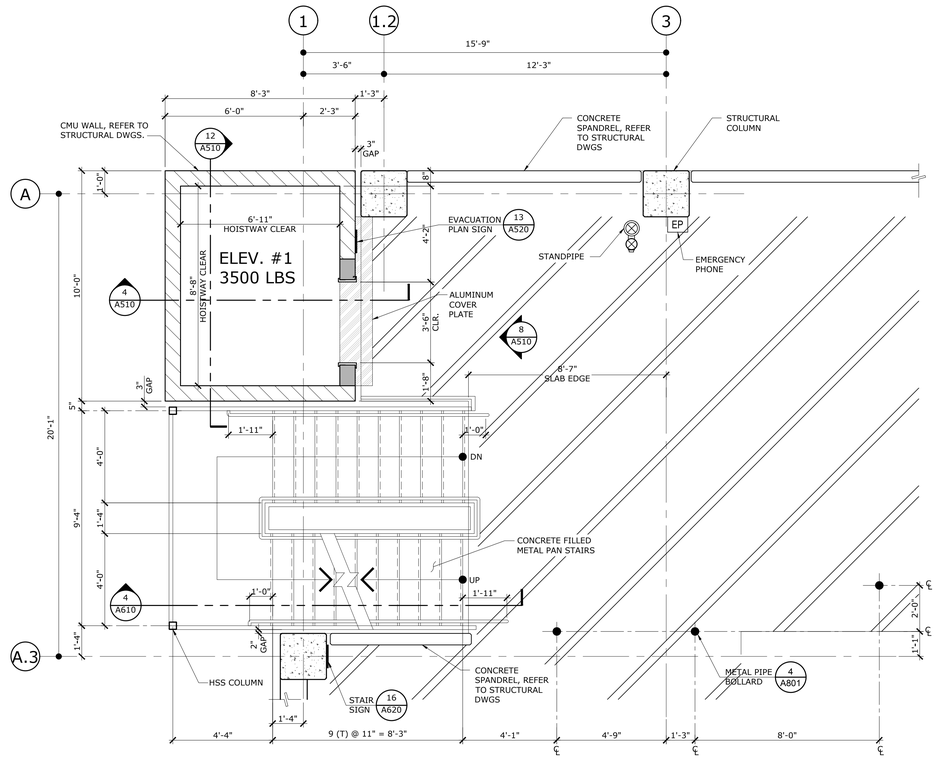
2 ENLARGED ELEVATOR #1 & STAIR #1 @ P1

18-009 DET001 — 3/8" = 1'-0"



8 ENLARGED ELEVATOR #1 & STAIR #1 @ P4

18-009 DET004 — 3/8" = 1'-0"



4 ENLARGED ELEVATOR #1 & STAIR #1 @ P2

18-009 DET002 — 3/8" = 1'-0"

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KLORMAN CONSTRUCTION
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San Clemente, CA 92673
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REVISIONS

No.	DATE	DESCRIPTION
	11.27.19	PLAN CHECK SUBMITTAL
	02.07.20	PLAN CHECK RE-SUBMITTAL

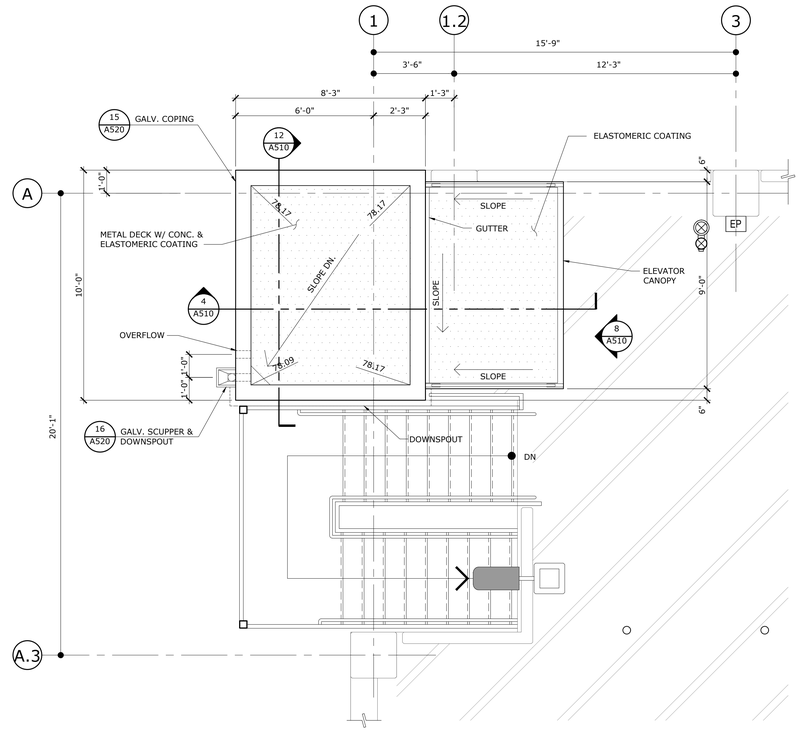
LICENSED ARCHITECT — ROBERT R. WILLIAMSON — C-23468 — REN. 5/31/21 — STATE OF CALIFORNIA

PUBLIC SAFETY PARKING STRUCTURE
115 CHESTNUT AVE.
LONG BEACH, CALIFORNIA 90802

ENLARGED ELEVATOR #1 & STAIR #1

JOB NO. 18-009
PROJECT NO. 3003150007
SHEET NO. A501

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2 ENLARGED ELEVATOR #1 ROOF PLAN

18-009 DET005

3/8" = 1'-0"

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Newport Beach, CA 92660
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REVISIONS

No.	DATE	DESCRIPTION
	11.27.19	PLAN CHECK SUBMITTAL
	02.07.20	PLAN CHECK RESUBMITTAL

STATE OF CALIFORNIA
LICENSED ARCHITECT
CORY R. WILLIAMSON
C-23466
REN. 5/31/21

PUBLIC SAFETY PARKING STRUCTURE

115 CHESTNUT AVE.
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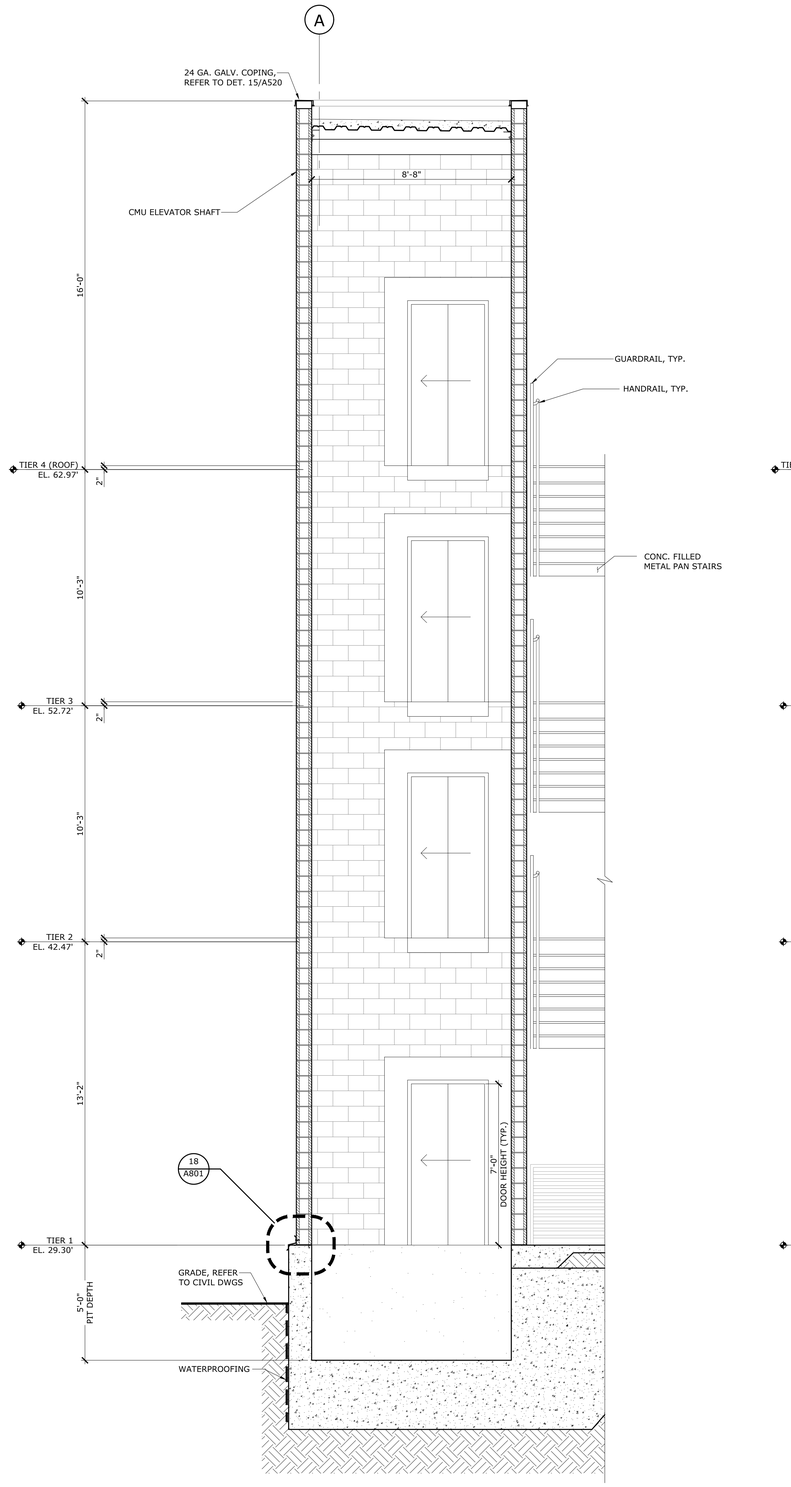
ENLARGED ELEVATOR #1 & STAIR #1

JOB NO.
18-009

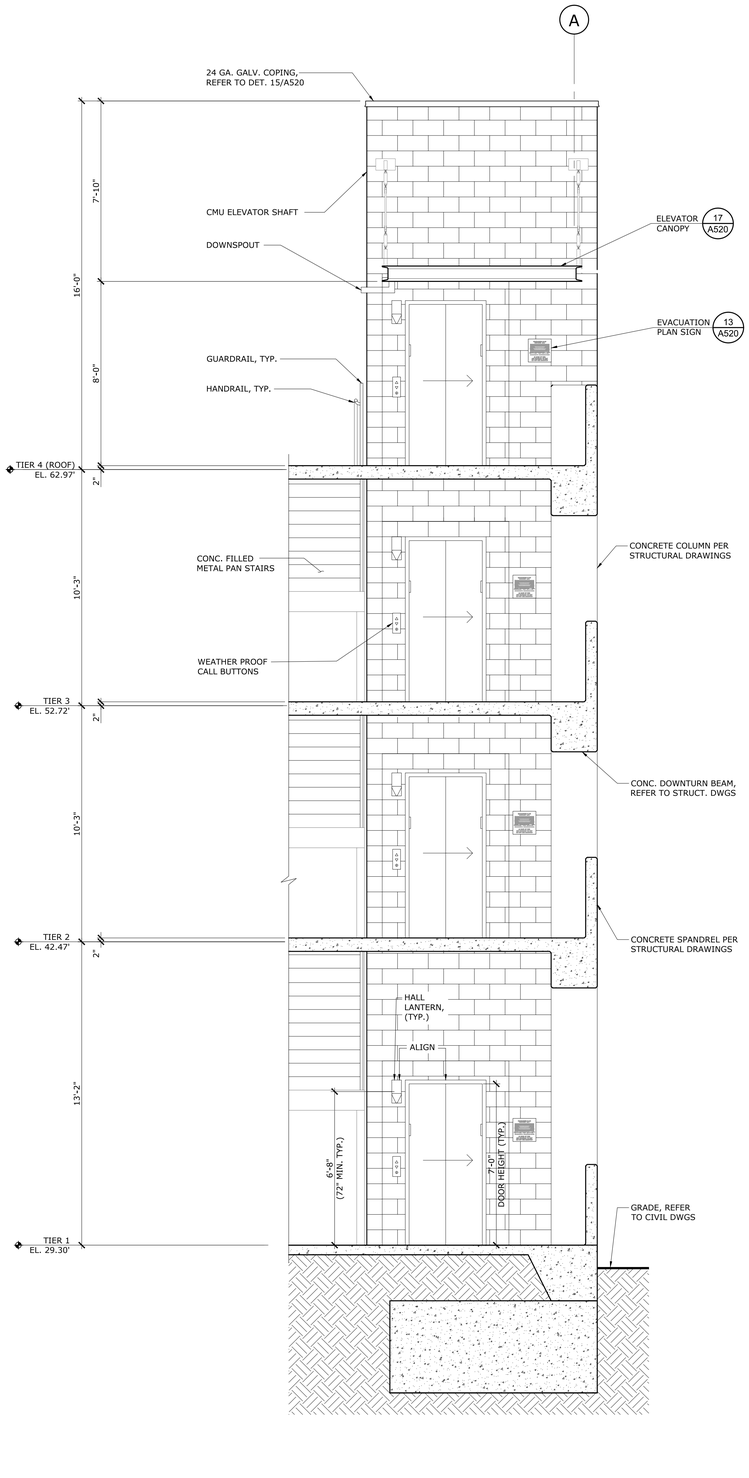
PROJECT NO.
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SHEET NO.
A502

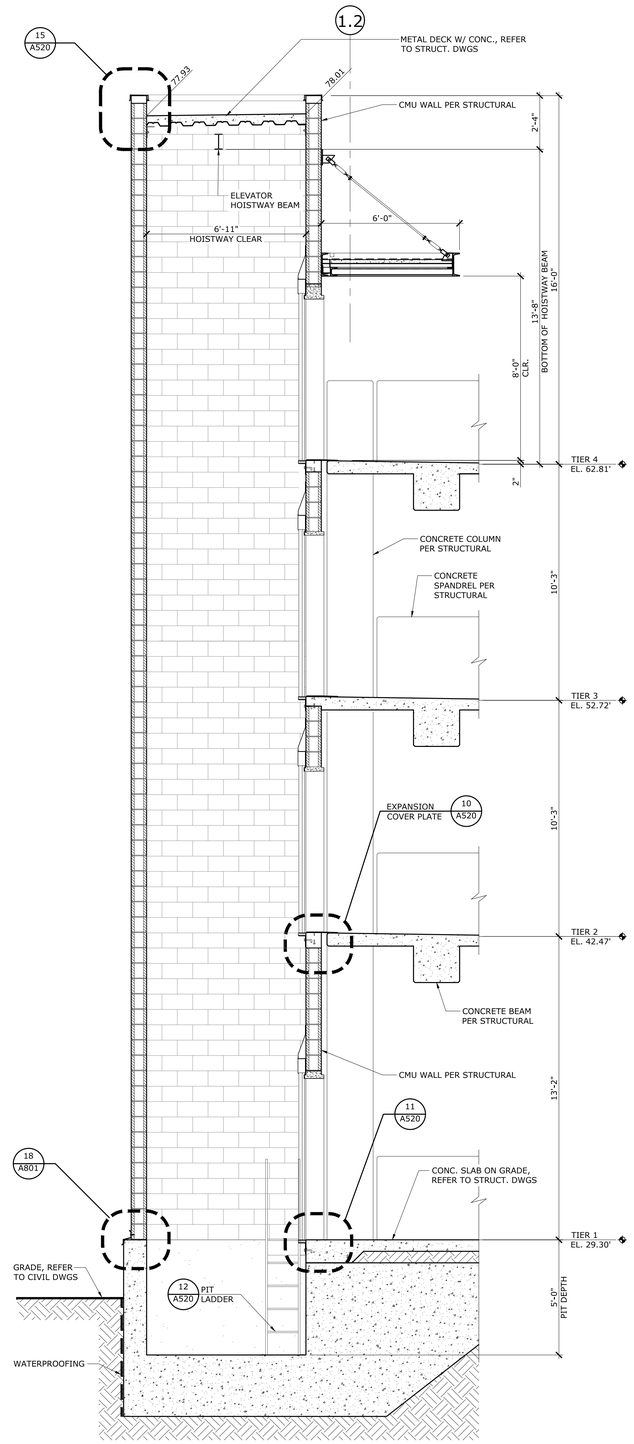
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12 ELEVATOR #1 SECTION
18-001 DET 021 3/8" = 1'-0"



8 ELEVATOR #1 ELEVATION
18-001 DET 018 3/8" = 1'-0"



4 ELEVATOR #1 SECTION
18-010 DET.022 3/8" = 1'-0"

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T: 818.970.9000 F: 818.591.3939

REVISIONS

No.	DATE	DESCRIPTION
	11.27.19	PLAN CHECK SUBMITTAL
	02.07.20	PLAN CHECK RE-SUBMITTAL

LICENSED ARCHITECT
CHRISTOPHER A. WILLIAMSON
C-23466
REN. 5/31/21
STATE OF CALIFORNIA

PUBLIC SAFETY PARKING STRUCTURE

115 CHESTNUT AVE
LONG BEACH, CALIFORNIA 90802

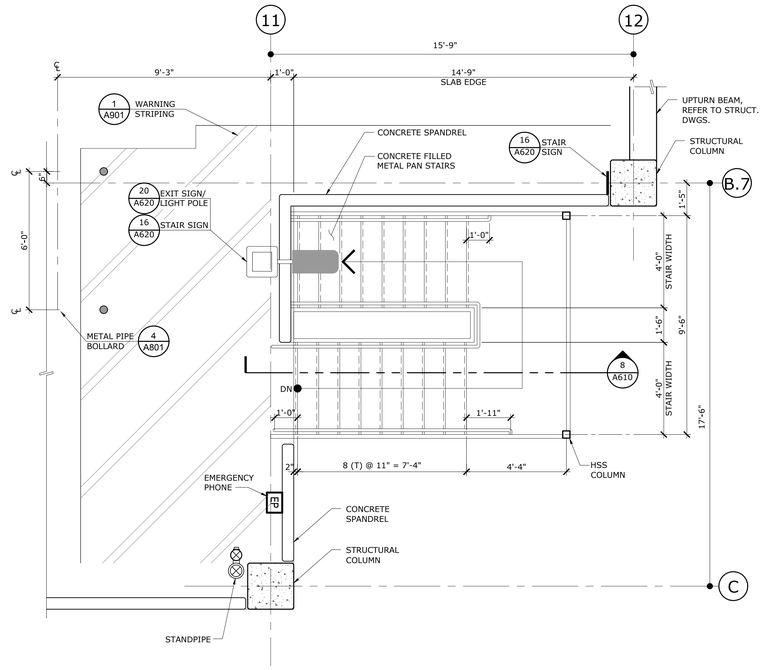
ELEVATOR #1 SECTION & ELEVATION

JOB NO.
18-009

PROJECT NO.
3003150007

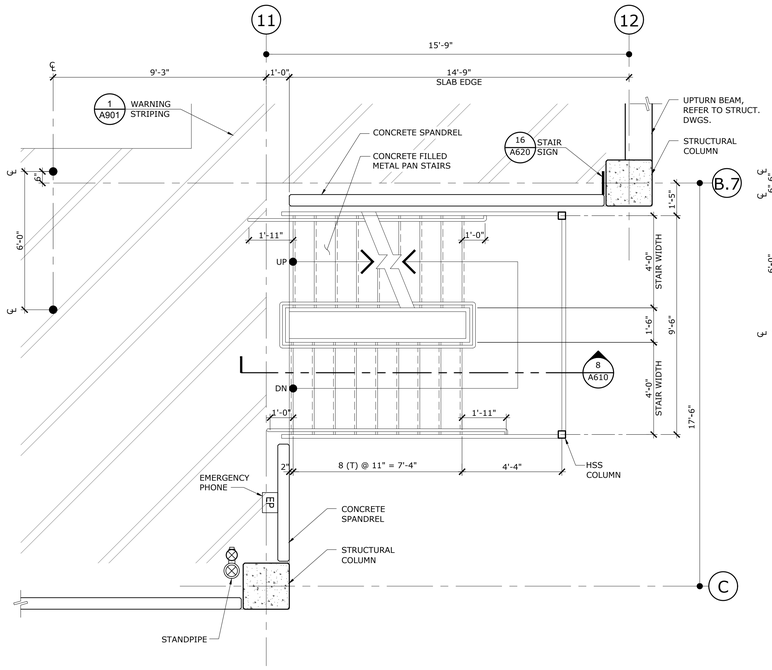
SHEET NO.
A510

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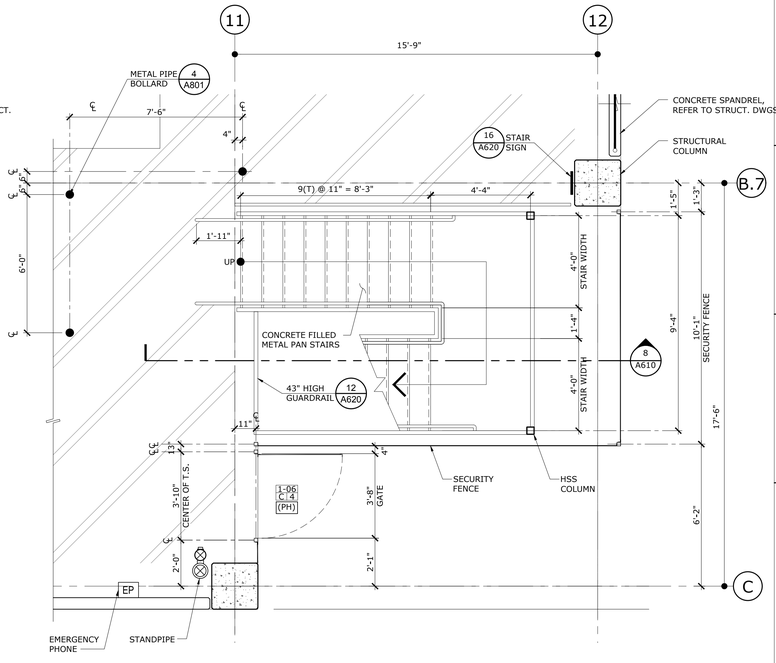
10 ENLARGED STAIR #2 @ P5

18-009 DET010 3/8" = 1'-0"



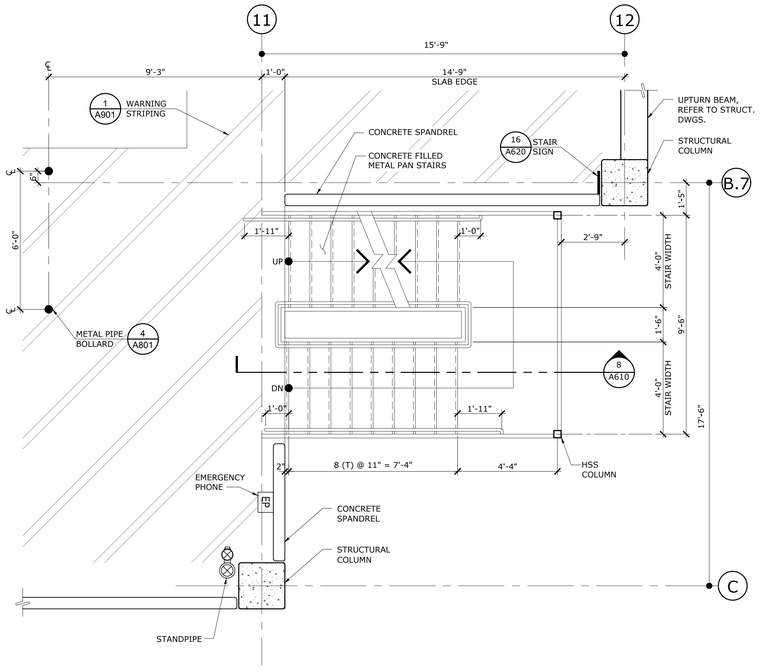
6 ENLARGED STAIR #2 @ P3

18-009 DET008 3/8" = 1'-0"



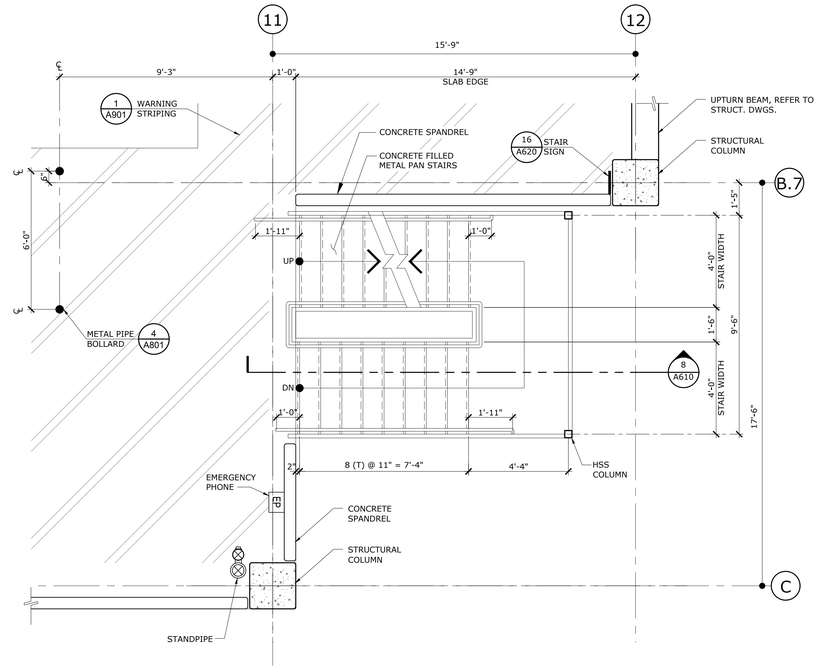
2 ENLARGED STAIR #2 @ P1

18-009 DET006 3/8" = 1'-0"



8 ENLARGED STAIR #2 @ P4

18-009 DET009 3/8" = 1'-0"



4 ENLARGED STAIR #2 @ P2

18-009 DET007 3/8" = 1'-0"

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Design-Build
KLORMAN CONSTRUCTION
1224 Rosecrans Ave, Unit 104
Manhattan Beach, CA 90266
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REVISIONS

No.	DATE	DESCRIPTION
	11.27.19	PLAN CHECK SUBMITTAL
	02.07.20	PLAN CHECK RE-SUBMITTAL

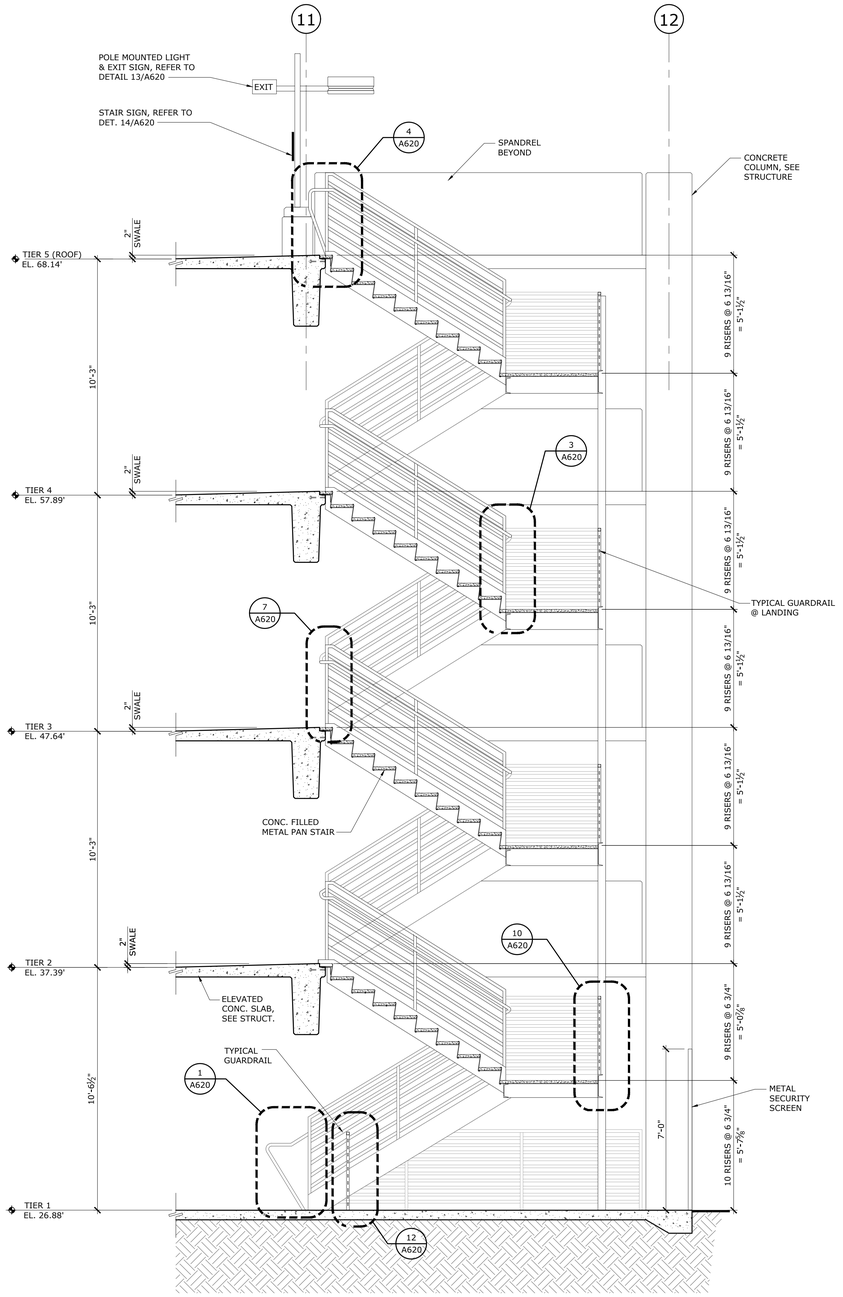
LICENSED ARCHITECT
JOHN R. WILLEMSEN
C-23466
REN. 5/31/21
STATE OF CALIFORNIA

PUBLIC SAFETY PARKING STRUCTURE
115 CHESTNUT AVE.
LONG BEACH, CALIFORNIA 90802

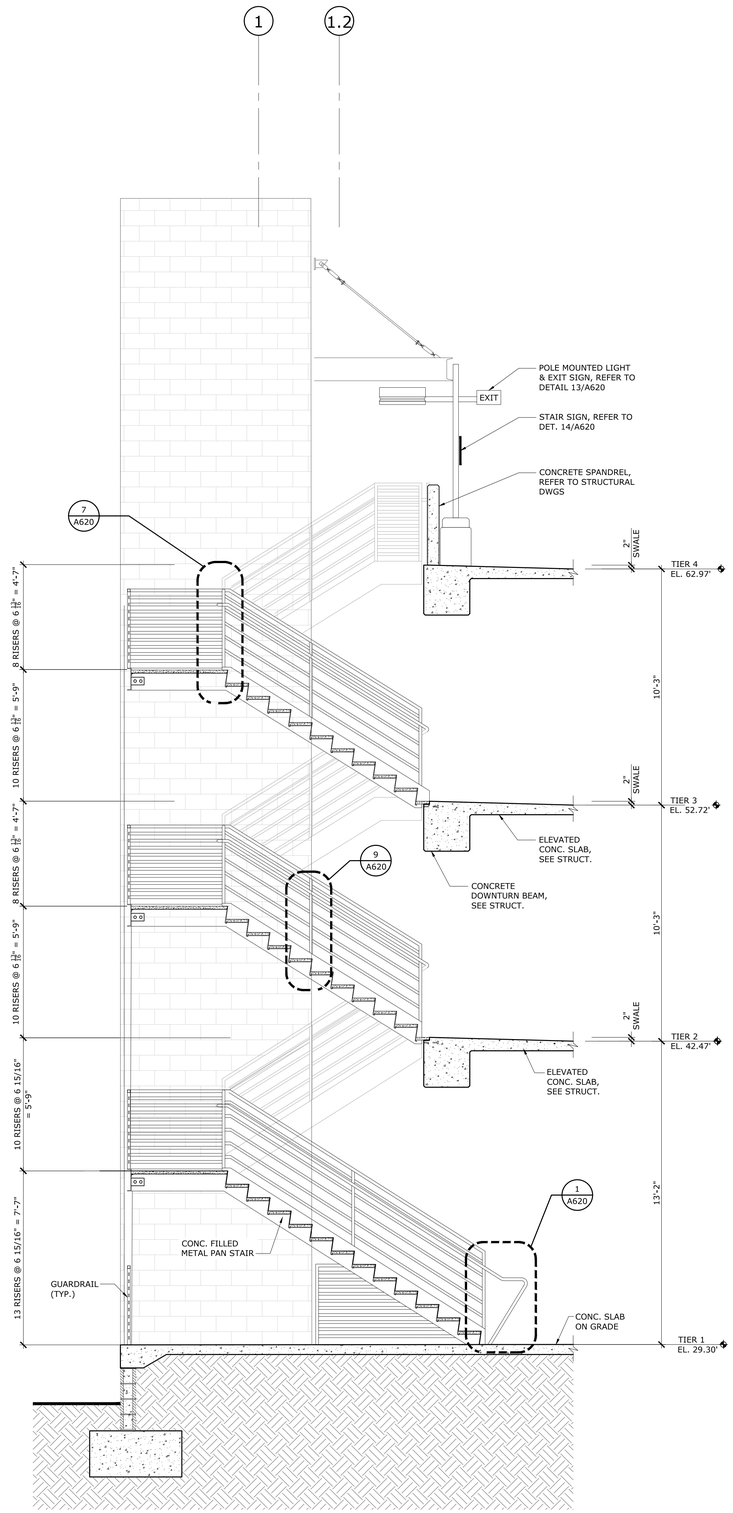
ENLARGED STAIR #2

JOB NO. 18-009
PROJECT NO. 3003150007
SHEET NO. **A601**

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8 SECTION @ STAIR #2
18-010 DET 018 3/8" = 1'-0"



4 SECTION @ STAIR #1
18-010 DET 016 3/8" = 1'-0"

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www.klormanconstruction.com

REVISIONS

No.	DATE	DESCRIPTION
	11.27.19	PLAN CHECK SUBMITTAL
	02.07.20	PLAN CHECK RE-SUBMITTAL

REGISTERED ARCHITECT — CRAIG R. WILLIAMSON — C-23466 — REN. 5/31/21 — STATE OF CALIFORNIA

PUBLIC SAFETY PARKING STRUCTURE

115 CHESTNUT AVE.
LONG BEACH, CALIFORNIA 90802

STAIR #1 & STAIR #2 SECTIONS

JOB NO. 18-009
PROJECT NO. 3003150007
SHEET NO. A610

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FINDINGS

Site Plan Review
115 Chestnut Ave.
Application No. 1908-42 (SPR19-023)
March 5, 2020

Pursuant to Section 21.25.506 of the Long Beach Municipal Code, the site plan review committee or the planning commission shall not approve a site plan review unless the following findings are made. These findings and staff analysis are presented for consideration, adoption and incorporation into the record of proceedings:

1. THE DESIGN IS HARMONIOUS, CONSISTENT AND COMPLETE WITHIN ITSELF AND IS COMPATIBLE IN DESIGN, CHARACTER AND SCALE, WITH NEIGHBORING STRUCTURES AND THE COMMUNITY IN WHICH IT IS LOCATED;

Positive Finding: The proposed project consists of a new five-level, approximately 47-foot-tall parking structure for the City of Long Beach (see plans and staff report in File No. 1908-42 for description of site conditions and project details). The proposed parking structure is a combination of poured-in-place concrete and CMU block and has the general appearance of a typical parking structure. However, an art installation or architectural treatment will be applied to the front elevation of the parking structure, as well as the portion of the north elevation that extends eastward beyond the prolongation of the easterly façade of the Police Headquarters building. These two areas (east elevation and portion of the north) are the main portions of the structure that will be visible from the public viewshed. The architectural treatment will provide an enhancement to the public viewshed and street environment, while disguising the utilitarian design of the exposed elevations of the parking structure.

The remainder of the parking structure largely will be hidden by the surrounding buildings, which are the new City Hall to the south, the Police Department headquarters to the north, and Fire Station No. 1 to the west. The new parking structure will be compatible with these three surrounding structures, which are all municipal in form and function. Additionally, the only structure across Chestnut Ave. to the east is the City's Broadway Garage parking structure, with which the proposed parking structure also will be compatible. The City Hall and Police Headquarters (eleven stories and six stories, respectively) are taller than the proposed parking structure, while the Broadway Garage is approximately the same height and scale. Fire Station No. 1 is shorter than the proposed parking structure, but due to its setback from Magnolia Ave., on which the fire station has its frontage, the parking structure will be largely hidden from view by the fire station.

2. THE DESIGN CONFORMS TO ANY APPLICABLE SPECIAL DESIGN GUIDELINES ADOPTED BY THE PLANNING COMMISSION OR SPECIFIC PLAN REQUIREMENTS, SUCH AS THE DESIGN GUIDELINES FOR R-3 AND R-4 MULTI-FAMILY DEVELOPMENT, THE DOWNTOWN DESIGN GUIDELINES, PD GUIDELINES OR THE GENERAL PLAN;

Positive Finding: The project site is located in the Downtown Plan Planned Development District (PD-30), and conforms to the special design guidelines set forth in Chapter 4 of that document. These guidelines set standards for build-to lines, street walls, pedestrian paseos, form and massing, materials and finish, and overall quality of development, as well as the treatment of parking structures. The project design, as discussed above, consists of a parking structure that is largely hidden by surrounding municipal buildings, and will receive an architectural treatment on its exposed elevations. Both the concealment of the parking structure, and the treatment of its exposed elevations, complies with the requirements of the design guidelines specified in the Downtown Plan for parking structures.

The project conforms to the City's General Plan, and is located within the DT (Downtown) PlaceType of the Land Use Element. The DT PlaceType anticipates and permits large-scale development and government facilities. The project complies with the context, land uses, development patterns, transitions, access, and parking goals of this PlaceType, which emphasizes compact, dense development with a mix of land uses in a pedestrian-friendly pattern that reduces reliance on automobile transportation in the City's highly-urbanized core. The project design achieves these goals and is consistent with the General Plan.

3. THE DESIGN WILL NOT REMOVE SIGNIFICANT MATURE TREES OR STREET TREES, UNLESS NO ALTERNATIVE DESIGN IS POSSIBLE;

Positive Finding: Two medium-size trees currently exist on the western half of the project site. This area will be cleared to create a better surface parking configuration and drive access aisle for the proposed parking structure, as well as access to the existing fueling station on-site, and will function as a truck turning area for fuel trucks, refuse trucks, and the fire apparatus at Fire Station No. 1 (see project plans in File No. 1908-42). The two trees will be removed, and no alternative design is feasible that accomplishes the project goals. However, new street trees will be provided on Chestnut Ave. and Magnolia Ave., as required by Chapter 21.42 (Landscaping Standards) of the Zoning Regulations and as specified in the Downtown Plan (PD-30), at a spacing of not more than 25 feet on-center. Currently no street trees exist in these locations, and the project will result in a net increase in street trees.

4. THERE IS AN ESSENTIAL NEXUS BETWEEN THE PUBLIC IMPROVEMENT REQUIREMENTS ESTABLISHED BY THIS ORDINANCE AND THE LIKELY IMPACTS OF THE PROPOSED DEVELOPMENT; AND

Positive Finding: Improvements to the public right-of-way adjacent to the project site will include a number of improvements to the public right-of-way adjacent to the project site on both Chestnut Ave. and Magnolia Ave. These include street and sidewalk repair, replacement, and expansion on Chestnut Ave., reconfiguration of curb cuts, installation of street trees, and general repair and improvements to the right-of-way and construction of full ADA sidewalk, curb, and intersection improvements adjacent to the project where required.

5. THE PROJECT CONFORMS WITH ALL REQUIREMENTS SET FORTH IN CHAPTER 21.64 (TRANSPORTATION DEMAND MANAGEMENT), WHICH REQUIREMENTS ARE SUMMARIZED IN TABLE 25 1 AS FOLLOWS:

Table 25-1
Transportation Demand Management Ordinance Requirements

TDM Requirements	New Nonresidential Development		
	25,000+ Square Feet	50,000+ Square Feet	100,000+ Square Feet
Transportation Information Area	♦	♦	♦
Preferential carpool/vanpool parking		♦	♦
Parking designed to admit vanpools		♦	♦
Bicycle parking		♦	♦
Carpool/vanpool loading zones			♦
Efficient pedestrian access			♦
Bus stop improvements			♦
Safe bike access from street to bike parking			♦
Transit review	For all residential and nonresidential projects subject to EIR		

Not Applicable: The proposed development contains no building floor area and is not considered new development for TDM purposes. The proposed parking

structure is an accessory for the existing Police Department, Fire Station No. 1, and City Hall buildings, and will not induce any additional demand for transportation or parking.

6. THE APPROVAL IS CONSISTENT WITH THE GREEN BUILDING STANDARDS FOR PUBLIC AND PRIVATE DEVELOPMENT, AS LISTED IN SECTION 21.45.400.

The project will be required to comply with green building standards for private development, as the requirements of Section 21.45.400 are now implemented in Chapter 18.47 (Green Building Standards Code) of Title 18 (Long Beach Building Standards Code) of the LBMC.

CONDITIONS OF APPROVAL
115 Chestnut Ave. (New City Parking Garage)
Application No. 1908-42 (SPR19-023)
March 5, 2020

Special Conditions:

1. The following approvals are granted for this project:

    a. Determination that no further CEQA review is required pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162, as the proposed project has been analyzed in accordance with the Downtown Plan Program EIR (SCH #2009071006), and will not result in any new significant impacts upon the environment, or any impacts greater than those analyzed in the Downtown Plan Program EIR. A Program EIR Compliance Checklist has been prepared to document this finding (Program EIR Compliance Checklist PECC-03-19 in File No. 1908-42); and

    b. Site Plan Review approval for a new City parking garage.

<u>Plans and Construction</u>

2. To minimize the utilitarian appearance of the parking garage, and to comply with the design standards of the Downtown Plan (PD-30), as specifically set forth for parking structures, the final design of the architectural screening treatment or art installation(s) for the parking structure shall be submitted to the Site Plan Review Committee for review and approval prior to purchasing and installation. Screening or other design treatments shall be applied to the east elevation of the parking structure, and if funding permits to the portion of the north elevation that extends east past the southerly prolongation of the east elevation of the Police Department Headquarters building, as well as a portion of the south elevation nearest Chestnut Ave. This screening or art installation(s) shall consist of a high-quality design and use of high-quality materials to the satisfaction of the Director of Development Services.

3. Parking stall sizes, drive aisle widths, and other applicable parking facility development standards from Chapter 21.41 of the Zoning Regulations shall be the minimum requirements for construction of this parking facility. These requirements may be exceeded by, for example, implementing larger parking stalls or wider drive aisles.

4. All unused curb cuts adjacent to the project site on both Chestnut Ave. and Magnolia Ave. shall be closed and reconstructed to full-height curb and gutter.

5. The curb cut serving the proposed parking structure on Chestnut Ave. shall be limited to 24 feet in width.

6. The curb cut serving the project site on Magnolia Ave., as well as any proposed modification to the curb cut serving Fire Station No. 1, shall be reviewed and approved by the City Traffic Engineer, and shall be made no wider than necessary to provide the needed functionality.

7. New street trees shall be installed, according to Public Works Department specifications, on both Chestnut Ave. and Magnolia Ave. at an average spacing of not more that 25 feet on-center. New tree wells and sidewalk tree grates shall be provided as necessary. Tree wells shall be at least 4’ × 4’ in dimension.

8. Landscaping shall be provided, in accordance with Chapter 21.42 of the Zoning Regulations, at the northeast corner of the parking structure, and in any unused area of the southeast corner, to the satisfaction of the Director of Development Services.

9. All exterior lighting on the project site shall be designed to full-cutoff standards. Any street lights, pedestrian lights, parking lot lights, and other exterior lights to be provided within the development or adjacent public rights-of-way shall be subject to review by the Director of Development Services prior to issuance of building and electrical permits. All lights shall be adequately shielded so as to prevent the intrusion of light and glare upon any adjacent property or structure, in compliance with the appropriate backlight/uplight/glare (BUG) rating requirements of the Illuminating Engineering Society of North America (IESNA) equivalent to the previous standard for certified full-cutoff fixtures, or meeting IESNA specifications for full-cutoff fixtures.

10. Prior to issuance of a grading or demolition permit (whichever occurs first), the developer shall submit a proposed haul route/trucking route for all construction truck trips for review by the Director of Development Services and the City Engineer. The Director of Development Services and/or City Engineer may modify this proposed haul route/trucking route prior to its approval, as they deem necessary to protect the public safety and welfare, and to prevent negative impacts upon neighboring uses. Said modifications (if any) and approval shall be binding upon all hauling activities and construction truck trips by the developer.

11. The developer shall abide by the haul route/trucking route approved by the Director of Development Services and City Engineer. Failure to do so shall cause the City to issue a stop work order and withhold issuance of further construction permits, inspections, or certificates of occupancy, until such time as the Director of Development Services and City Engineer determine the developer's hauling practices to be remedied.

12. The project shall be developed in substantial conformance with the plans approved by the Planning Commission on March 5, 2020, except as conditioned. Each project component shall be designed and constructed as depicted on these plans, maintaining the same architectural style, quality of materials, and consistency of design.

13. Any murals proposed on the project site shall be submitted for review and approval by the Director of Development Services prior to purchasing and installation.

14. Minor changes to these approved plans, in keeping with the intent and spirit of the project approvals, may be approved at the discretion of the Director of Development Services. For any major changes, including changes to building/architectural materials, on-site improvements, site plan or layout, landscaping, or other significant items (including deviations from any of these conditions of approval), the developer shall be required to submit an application for a Modification of Approved Permit (Planning Commission approval).

15. The developer shall provide final architectural plans and a sample of all final exterior finish and architectural materials and colors selected for construction to the Site Plan Review Committee for review, prior to issuance of a building permit. If the final building design or materials specifications are found to be below the standards approved in concept, the developer shall remedy the deficiency by revising plans to include exterior finish and architectural materials and colors to the satisfaction of the Site Plan Review Committee.

16. All groundcover and shrubs shall be drought-tolerant and low-water requirement species. The project landscaping shall comply with the Water Efficient Landscaping standards of Chapter 21.42 of the Zoning Regulations.

17. All forms of barbed wire and razor wire shall be prohibited throughout the site.

18. The developer shall provide for the construction of trash receptacle areas of sufficient number and size to meet all reasonably foreseeable refuse needs of the project. All trash receptacle areas shall be located and constructed in accordance with Section 21.45.167 of the Zoning Regulations.

19. Prior to issuance of a grading permit, the developer shall provide a construction staging plan to the Director of Development Services for review and approval.

20. All trucks, construction vehicles, and equipment not actively in use on the project site, including those queueing off-site, shall be prohibited from engine idling for more than 5 minutes, and the developer shall utilize best management practices (BMPs) and best available technology to achieve this. The developer shall post a clearly-legible sign on the exterior construction fencing with the phone number of a construction site complaint/issues coordinator responsible for managing truck and equipment idling. Complaints of violations regarding truck and equipment idling shall be resolved within 24 hours of the receipt of the complaint. The Director of Development Services is authorized to issue stop work orders and withhold the issuance of building permits if the developer fails to remedy engine idling violations as required, until such time as the violations are remedied.

21. All equipment reverse signal alarms utilized by construction vehicles and equipment on the site, as required per OSHA regulations and provided in Code of Federal Regulations 29 CFR 1926.601(b)(4) and 1926.602(a)(9), shall not be of the single-tone high-pitch type. Alternate pitch, broad-spectrum sound, or other non-single-tone non-high-pitch alarms meeting the requirements of 29 CFR 1926.601(b)(4) and 1926.602(a)(9) shall be utilized instead. A specification and sound sample, as well as OSHA certification for the proposed alternate alarm sound(s), shall be provided to the Director of Development Services for review and approval prior to issuance of a grading permit. The Director of Development Services is authorized to issue stop work orders and withhold the issuance of building permits if the developer fails to abide by this condition, until the violation is remedied.

22. The developer shall provide for new street trees on Chestnut Ave. adjacent to the project site at a rate of 1 tree per 25 linear feet of frontage (existing trees protected in place may be subtracted from this requirement). Tree species shall be specified by the Department of Public Works in accordance with current streetscape plans. All street tree work shall be carried out under a Department of Public Works street tree permit.

23. The developer shall comply with all applicable laws, rules, and regulations regarding abatement of site and building materials hazards prior to, during, and after demolition, excavation, and site grading, in accordance with the Mitigation Monitoring and Reporting Program (MMRP) of the Downtown Plan Program EIR.

<u>Downtown Plan Program EIR and Mitigation Measures</u>

24. The developer shall provide for compliance all mitigation measures contained in the Mitigation Monitoring and Reporting Program (MMRP) of the Downtown Plan Program EIR (DTP PEIR) that apply to this project. These mitigation measures are attached to these conditions of approval and by this reference made a part hereof.

Public Works Conditions

25. The developer shall provide for the following to the satisfaction of the Director of Public Works. Final project plans may result in additional or modified requirements from the Department of Public Works.

GENERAL REQUIREMENTS

a. Prior to the start of ANY parking structure construction, the Applicant shall:

   i. Submit a construction plan for pedestrian protection, construction staging, scaffolding and excavations,

   ii. Submit a traffic control plan with street lane closures and routing of construction vehicles (excavation hauling, concrete and other deliveries, etc.) prepared by a registered Civil or Traffic Engineer in the State of California, with wet seal and signature,

   iii. Submit a plan for construction area and/or site perimeter fencing with custom printed screen(s), and

   iv. All for review and approval by the Department of Public Works and installed in accordance with the latest version of the Public Works Development Guideline.

b. Work, including hauling soils or other debris, is not allowed within the right-of-way without a valid Public Works permit. The Applicant shall comply with all requirements outlined within the latest version of the Public Works Development Guideline and all referenced standards at the time of application submittal.

c. The Applicant shall construct all off-site improvements needed to provide full Americans with Disabilities Act (ADA) accessibility compliance within the adjacent public right-of-way, to the satisfaction of the Director of Public Works. If a dedication of additional right-of-way is necessary to satisfy ADA requirements, as determined during the plan check process, the right-of-way dedication way shall be provided.

d. Public improvements shall be constructed in accordance with Public Works construction standards, and per plans reviewed and approved by the Department of Public Works. Detailed off-site improvement plans shall be prepared by a licensed Civil Engineer, stamped, signed and submitted to the Public Works counter at the Permit Center on the 2nd Floor of City Hall (411 W. Ocean Blvd., Long Beach, CA 90802), for review and approval. The City's Public Works Engineering Standard Plans are available online at www.longbeach.gov/pw/resources/engineering/standard-plans. This is in addition to, and separate from, any plan check required by the Department of Development Services, Building & Safety Bureau.

e. All conditions of approval, including cover letter signed by the Planning Officer and Case Planner, must be printed verbatim on all plans submitted for plan review to the Department of Public Works.

PUBLIC RIGHT-OF-WAY

f. The Applicant proposes improvements that may impact and/ or conflict with existing above ground or underground utilities adjacent to and/ or within the project site, such as a gas line easement encroaching into the western boundary of the proposed development site, and an electrical duct line along the eastern boundary. The Applicant is responsible for all design, applicable utility approval, permitting, relocation and/or undergrounding work, removal if abandoned in place, and/ or replacement or repair of any damaged utilities and commissioning as required by the interested agency and shall work with each utility directly, and to the satisfaction of the Director of Public Works.

OFF-SITE IMPROVEMENTS

g. Chestnut Avenue is currently subject to a street pavement cut moratorium ending in June 2024. The Applicant shall provide written approval from the City to implement any street improvements prior to the end of the existing moratorium, in the form of a discretionary permit for excavation. Any work within a street subject to a moratorium requires a complete grind and overlay from block to block and the Applicant shall adhere to this requirement.

h. Broadway is currently subject to a street pavement cut moratorium ending in March 2024. The Applicant shall provide written approval from the City to implement any street improvements prior to the end of the existing moratorium, in the form of a discretionary permit for excavation. Any work within a street subject to a moratorium requires a complete grind and overlay from block to block and the Applicant shall adhere to this requirement.

i. The Applicant shall construct the new roadway, sidewalks, curb and curb gutters, wheelchair ramps and parkways as needed to complete the Chestnut Avenue right-of-way; from Broadway to the Civic Center in compliance with these Conditions of Approval, to the latest City standards and to the satisfaction of the Director of Public Works. Sidewalk improvements shall be constructed with Portland cement concrete.

j. Along the project's entire frontage on Chestnut Avenue, the Applicant shall provide new tree wells, street trees with root barriers, ground cover and irrigation system, per Section 21.42.050 of the Long Beach Municipal Code. The Applicant and/or successors shall water and maintain all street trees, landscaping and sprinkler systems required in connection with this project. The Applicant shall contact the Street Tree Division of the Department of Public Works, at (562) 570-2770, prior to beginning the tree planting, landscaping, and irrigation system work. The Street Tree Division will assist with the size, type and manner in which the street trees are to be installed. At a minimum, parkway trees shall provide shade coverage, after five years of growth, of 50% of the total area dedicated for public right of way.

k. The Applicant shall provide for and install approved street lights and underground street lighting conduit on Chestnut Avenue, adjacent to the site, per plans reviewed and approved by, and to the satisfaction of the Director of Public Works.

l. The Applicant shall be responsible for the maintenance, repair and replacement of off-site improvements abutting the project boundary during construction of the on-site improvements, until final inspection of the on-site improvements by the City. All off-site improvements found damaged as a result of construction activities shall be reconstructed or replaced by the Applicant to the most current City standards and to satisfaction of the Director of Public Works.

m. The Applicant shall provide for the resetting to grade of manholes, pull boxes, meters, and other existing facilities in conjunction with the required off-site improvements.

n. The Applicant shall submit a precise grading plan with hydrology and hydraulic calculations showing building elevations and drainage pattern and slopes, for review and approval by the Director of Planning and Building Services and the Director of Public Works, prior to issuance of a building permit.

o. All work within the public right-of-way must be performed by a contractor holding a valid State of California Contractor's License and City of Long Beach Business License, sufficient to qualify the contractor to do work. The Contractor shall have on file with the City Engineer a Certificate of General Liability insurance, and endorsement evidencing minimum City of Long Beach limits of required general liability insurance.

p. The Applicant shall install Custom Printed Flex Mesh screen(s) along the perimeter of the development site, such as FenceScreen.com Series 311, or equivalent, fence screening, and provide for the printed graphic to the satisfaction of the Director of Public Works. The graphics shall depict positive images of the City or other artistic concepts. Prior to submitting the graphic design for printing, the Applicant shall consult with the Department of Public Works to review and approve.

TRAFFIC AND TRANSPORTATION

q. The Applicant shall install thermoplastic continental crosswalks per City Standard Plans at any crossings not yet upgraded to this standard, at the intersection of Chestnut Avenue and Broadway.

r. The Applicant shall provide for the painting and/or striping of all new streets in connection with this development, including, but not limited to bike lane striping along Chestnut Avenue. The Applicant shall also repaint and/or re-stripe all existing traffic markings obliterated or defaced by construction activities to the satisfaction of the City Traffic Engineer. The Applicant shall submit a signing and striping plan for review and approval by the City Traffic Engineer.

s. The size, configuration and location of all proposed driveways serving the project site shall be subject to review and approval of the City Traffic Engineer. Driveways greater than 28 feet in width require a variance; contact the Transportation Mobility Bureau, at (562) 570-6331, to request additional information regarding driveway construction requirements.

t. The Applicant shall replace all traffic signs and mounting poles damaged or misplaced as result of construction activities, and install new signs as required, to the satisfaction of the City Traffic Engineer.

u. All traffic control device installations, including pavement markings within the private parking area, shall be installed in accordance with the current edition of the California Manual on Uniform Traffic Control Devices (CA MUTCD).

Standard Conditions – Plans, Permits, and Construction:

26. Prior to the issuance of a building permit, the applicant shall submit a revised set of plans reflecting all of the design changes set forth in the conditions of approval, to the satisfaction of the Director of Development Services.

27. All conditions of approval shall be printed verbatim on all plans submitted for plan review to the Department of Development Services. These conditions shall be printed on the site plan or a subsequent reference page.

28. The plans submitted for plan review shall explicitly call out and describe all materials, textures, accents, colors, window, door, planter, and paving details that were approved by the Site Plan Review Committee or the Planning Commission. No substantial changes shall be made without prior written approval of the Site Plan Review Committee or the Planning Commission.

29. Prior to the issuance of a building permit, the applicant shall depict all utility apparatus, such as, but not limited to, backflow devices and Edison transformers, on both the site plan and the landscape plan. These devices shall not be located in any front, side, or rear yard area that is adjacent to a public street. Furthermore, these devices shall be screened by landscaping or another screening method approved by the Director of Development Services.

30. The Director of Development Services is authorized to approve minor modifications to the approved design plans or to any of the conditions of approval if such modifications shall not significantly change or alter the approved project. Any major modifications shall be reviewed by the Zoning Administrator, Site Plan Review Committee, or Planning Commission, respectively.

31. All rooftop mechanical equipment shall be fully screened from public view. Said screening shall be architecturally compatible with the building in terms of theme, materials, colors and textures. If the screening is not specifically designed into the building, a rooftop mechanical equipment screening plan shall be submitted for approval by the Director of Development Services prior to the issuance of a building permit.

32. Upon plan approval and prior to issuance of a building permit, the applicant shall submit a reduced-size set of final construction plans for the project file.

33. A permit from the Department of Public Works shall be required for any work to be performed in or over the public right-of-way.

34. Any off-site improvements found to be damaged as a result of construction activities related to this project shall be replaced to the satisfaction of the Director of Public Works.

35. Separate building permits are required for fences, retaining walls, flagpoles, and pole mounted yard lighting foundations.

36. The applicant shall file a separate landscaping plan check submittal to the Department of Development Services for review and approval prior to issuance of a building permit.

37. The applicant shall file a separate plan check submittal to the Long Beach Fire Department for review and approval prior to the issuance of a building permit.

38. Prior to the issuance of a building permit, the applicant shall submit architectural, landscaping and lighting drawings for the review and approval of the Police Department for their determination of compliance with Police Department security recommendations.

39. All structures shall conform to the Long Beach Building Code requirements. Notwithstanding this subject permit, all other required permits from the Building Bureau shall be secured.

40. Site development, including landscaping, shall conform to the approved plans on file with the Department of Development Services. At least one set of approved plans containing Planning, Building, Fire, and, if applicable, Health Department stamps shall be maintained at the job site, at all times for reference purposes during construction and final inspection.

41. For projects consisting of new buildings, parking lots, or landscaped area, the applicant shall submit complete landscape and irrigation plans for the approval of the Director of Development Services prior to the issuance of a building permit. The landscaping plan shall include drought tolerant street trees to be installed consistent with the specifications of the Street Tree Division of the Department of Public Works. Approved root guards shall be provided for all street trees. Turf shall be limited to less than 50 percent of the total landscaped area. The turf shall not be composed of bluegrass, fescue, rye, or other grasses with high water needs. 50 percent or more of the planted area (as measured in square feet of landscape) shall be comprised of drought-tolerant plants, to the satisfaction of the Director of Development Services.

42. For new construction, all landscaped areas shall comply with the State of California's model landscape ordinance. Landscaped areas shall be planted with drought tolerant plant materials and shall be provided with water conserving automatic irrigation systems designed to provide complete and adequate coverage to sustain and promote healthy plant life. The irrigation system shall not cause water to spray or flow across a public sidewalk.

43. All landscaping irrigation systems shall use high efficiency sprinkler nozzles. The models used and flow rates shall be specified on the landscaping plan. For residential-type or small-scale sprinkler systems, sprinkler head flow rates shall not exceed 1.00 GPM and shall be of the rotating type. Where feasible, drip irrigation shall be used instead. If an in-ground irrigation system is to be installed, such system shall be controlled by an automatic self-adjusting weather-based irrigation controller.

44. Permeable pavement shall be utilized where feasible, to the satisfaction of the Director of Development Services. Public right-of-way improvements shall be exempt from this requirement. If the feasibility of using permeable pavement is uncertain, it shall be the developer's responsibility to demonstrate that a given application of permeable pavement is not feasible, to the satisfaction of the Director of Development Services.

45. All outdoor fountains or water features shall utilize water recycling or re-circulation systems. The plans submitted for review shall specifically identify such systems.

46. Energy conserving equipment, lighting, and construction features shall be utilized in this project.

47. Low-flow fixtures shall be used for all lavatory faucets, kitchen faucets, showerheads, toilets, and urinals. Toilets may be either low-flow or dual flush. Maximum flow rates for each fixture type shall be as follows: lavatory faucet – 2.75 GPM, kitchen faucet – 2.20 GPM, showerhead – 2.00 GPM, toilet – 1.3 GPF, dual flush toilet – 0.8/1.6 GPF, urinal – 1.0 GPF. Plans submitted for review shall specifically identify such fixtures and flow rates.

48. Demolition, site preparation, and construction activities are limited to the following (except for the pouring of concrete which may occur as needed):

    a. Weekdays and federal holidays: 7:00 a.m. to 7:00 p.m.;
    b. Saturday: 9:00 a.m. - 6:00 p.m.; and
    c. Sundays: not allowed

Standard Conditions – General:

49. This permit and all development rights hereunder shall terminate two years from the effective date of this permit unless construction is commenced, or a time extension is granted based on a written and approved request submitted prior to the expiration of the two-year period as provided in Section 21.21.406 of the Long Beach Municipal Code.

50. This permit shall be invalid if the owner(s) and/or applicant(s) have failed to return written acknowledgment of their acceptance of the conditions of approval on the *Conditions of Approval Acknowledgment Form* supplied by the Planning Bureau. This acknowledgment shall be submitted within 30 days from the effective date of approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date).

51. If, for any reason, there is a violation of any of the conditions of this permit or if the use/operation is found to be detrimental to the surrounding community, including public health, safety or general welfare, environmental quality or quality of life, such shall cause the City to initiate revocation and termination procedures of all rights granted herewith.

52. This approval is required to comply with these conditions of approval as long as the use is on the subject site. As such, the site shall allow periodic re-inspections, at the discretion of city officials, to verify compliance. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by City Council (Sec. 21.25.412, 21.25.212).

53. In the event of transfer of ownership of the property involved in this application, the new owner shall be fully informed of the permitted use and development of said property as set forth by this permit together with all conditions that are a part thereof. These specific requirements shall be recorded with all title conveyance documents at time of closing escrow.

54. Approval of this development project is expressly conditioned upon payment (prior to building permit issuance or prior to Certificate of Occupancy, as specified in the applicable Ordinance or Resolution for the specific fee) of impact fees, connection fees and other similar fees based upon additional facilities needed to accommodate new development at established City service level standards, including, but not limited to, sewer capacity charges, Park Fees and Transportation Impact Fees.

55. No publicly accessible telephones shall be maintained on the exterior of the premises. Any existing publicly accessible telephones shall be removed.

56. The property shall be developed and maintained in a neat, quiet, and orderly condition and operated in a manner so as not to be detrimental to adjacent properties and occupants.

57. The operator of the approved use shall prevent loitering in all parking and landscaping areas serving the use during and after hours of operation. The operator shall clean the parking and landscaping areas of trash and debris on a daily basis. Failure to do so shall be grounds for permit revocation. If loitering problems develop, the Director of Development Services may require additional preventative measures such as but not limited to, additional lighting or private security guards.

58. Exterior security bars and roll-up doors applied to windows and pedestrian building entrances shall be prohibited.

59. Any graffiti found on site shall be removed within 24 hours of its appearance.

60. All required utility easements shall be provided to the satisfaction of the concerned department, agency, or utility company.

61. All trash and refuse containers shall be fully screened from public view to the satisfaction of the Director of Development Services.

62. As a condition of any City approval, the applicant shall defend, indemnify, and hold harmless City and its agents, officers, and employees from any claim, action, or proceeding against City or its agents, officers, and employees to attack, set aside, void, or annul the approval of City concerning the processing of the proposal/entitlement or any action relating to, or arising out of, such approval. At the discretion of the City and with the approval of the City Attorney, a deposit of funds by the applicant may be required in an amount sufficient to cover the anticipated litigation costs.

March 5,2020
Planning Commission
Agenda Item 5
EXHIBITS E & F

Exhibit E - Downtown Plan PEIR
Exhibit F - PECC-03-19

Exhibit F

Environmental Compliance Checklist
For the Downtown Plan Program Environmental Impact Report
(PECC-03-19)

115 Chestnut Ave.
City of Long Beach Public Safety Parking Garage Project
Application No. 1908-42 (SPR19-023)
February 2020

Prepared by:

City of Long Beach
Department of Development Services
Planning Bureau

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PROJECT DATA

Project Title
City of Long Beach Public Safety Parking Garage Project
Application No. 1908-42 (SPR19-023)

Lead Agency Name and Address
City of Long Beach
411 W. Ocean Blvd., 3rd floor
Long Beach, CA 90802

Contact Person and Phone Number
Eric Lopez
City of Long Beach, Department of Public Works
(562) 570-5690

Project Location
115 Chestnut Ave. (Site of former Police Department rear parking lot)
Assessor Parcel Number 7280-025-902
City of Long Beach, County of Los Angeles, California

Project Sponsor's Name and Contact Information
Bob Linder for JPI Development, LLC
12250 El Camino Real, Suite 380
San Diego, CA 92130

Preparation of this Compliance Checklist
Scott Kinsey, AICP
City of Long Beach, Department of Development Services, Planning Bureau
(562) 570-6194

Required Project Approvals and Public Agencies Whose Approval is Required
The proposed project would require the following discretionary entitlement approvals by the approval body indicated in parentheses:

- Site Plan Review (SPR19-023) (Planning Commission)

Incorporation by Reference
This Environmental Compliance Checklist may reference all or portions of another document that is a matter of public record or is generally available to the public. Informational details from the documents that have been incorporated by reference are summarized below. These documents include:

- Downtown Plan (Planned Development District PD-30) (January 2012)
- Downtown Plan Environmental Impact Report (December 2010) (State Clearinghouse No. 2009071006) and subsequent addenda, including the Mitigation Monitoring and Reporting Program (MMRP).

PROJECT INFORMATION, SETTING, AND CEQA HISTORY

General Plan

The proposed Public Safety Parking Garage Project (the Project) is located in the DT (Downtown) PlaceType of the Land Use Element. The DT PlaceType sets goals for context, land uses, development patterns, transitions, access, and parking, emphasizing compact, dense development with a mix of land uses in a pedestrian-friendly pattern that reduces reliance on automobile transportation in the City's highly-urbanized core. The DT Placetype intends for land use controls and design and development standards to be contained in a planned development district ordinance or specific plan; in this case, said standards are part of the Downtown Plan (PD-30).

Zoning

The project is located within the Downtown Plan (PD-30), a planned development district for the downtown area. PD-30 allows dense multi-family residential and mixed-use commercial at the subject site, as well as institutional and government uses.

Project Description

The proposed project will clear the site of existing improvements (surface parking and small accessory structures), excavate and demolish the former police tunnel, backfill the excavation, and construct a new five-level parking structure on the eastern half of the site, the portion currently used as police vehicle parking. The western half of the site will be improved by creating a 40-foot-clear drive aisle with sixteen (16) ninety-degree parking stalls. Drive access is currently obstructed by a former CNG tank pad, transformer, and bollards, and the creation of a clear drive aisle will allow easier access to the fueling station for City vehicles and fuel trucks, as well as fire apparatus turnaround and parking for Fire Station No. 1. The proposed five-level, 47-foot-tall parking structure has approximately 104,467 square feet of garage area, and contains a total of 297 parking stalls. The parking garage will be used to park official police vehicles and employee vehicles, but will not be open for public parking. The table below summarizes the parking stall count by level and the total. The parking structure will have its main vehicular entrance and exit on Chestnut Ave., with a secondary exit on the west side of the structure leading to Magnolia Ave. Secured pedestrian access will be provided on the Chestnut Ave. frontage, as well as a pedestrian entrance leading directly to the "patio" area at the rear of the Police Headquarters building, which is the main building entrance for employees. The structure will have two stair towers, one at the southeast corner on the Chestnut Ave. elevation, and one at the northwest corner. The parking structure will be entirely above grade and has no subterranean or semi-subterranean areas. From grade to the highest structure elements, the tops of the stair towers, the structure will measure approximately 47 feet tall.

Table 1. Parking Summary.

	Storage Vehicles	ADA	EV	Employee Standard	Employee Compact	Loading	
L1	60	2	3	-	-	2	
L2	60	-	8	-	-	-	
L3	62	-	8	-	-	-	
L4	62	-	8	-	-	-	
L5	2	-	-	16	4	-	
Totals	246	2	27	16	4	2	**297**

This structure will be an accessory to the Police Headquarters building and Fire Station No. 1 and will be located on the same parcel as these buildings. It will not be used as a public parking structure or have any other commercial purpose; it will be used strictly for storage of City vehicles and City employee parking. The parking garage is therefore not considered a principal land use and is not subject to a Conditional Use Permit, as would be required for a commercial parking structure.

Surrounding Land Uses and Setting
The project is located at 115 Chestnut Avenue, on an approximately one-acre site between the new City Hall and the Police Headquarters building (see Location Map). The site currently is developed with a surface parking lot. The site is bounded by Chestnut Avenue on the east, the new City Hall and Civic Center to the south, Fire Station No. 1 and Magnolia Avenue to the west, and the Police Headquarters building to the north. The eastern half of the site currently is used as a surface parking lot for the Police Department, primarily serving as parking for official police vehicles. Beneath this parking lot, approximately 30 feet below grade, is the remains of the police tunnel that connected the police station's jail facility with the former Los Angeles County Superior Courthouse located at 415 W. Ocean Blvd., since demolished and replaced by the new Civic Center. The western half of the site contains a gate and guard shack, and a fueling station for Police and Fire Department vehicles. The fueling station has two underground storage tanks for diesel fuel and one for gasoline. West of the fueling station, the site also contains a parking area used by Police and Fire vehicles, an electrical transformer, a light standard, two trees, bollards, and an enclosure for a former compressed natural gas (CNG) fueling station, the tanks and pumps for which were removed prior.

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Figure 6. Downtown Plan Land Use Map. p. 12.

History of CEQA Review for the Downtown Plan
In December 2010, the City prepared a Draft Program Environmental Impact Report (the "Downtown Plan PEIR," State Clearinghouse No. 2009071006) for the Downtown Plan, and circulated the PEIR for public review. In November 2011, a Final PEIR was prepared and certified by the City Council. The City was the public agency which had the principal responsibility for carrying out or approving the Downtown Plan, and as such was the "Lead Agency" under the California Environmental Quality Act (CEQA) (*State CEQA Guidelines*, Section 15367).

This document is a compliance checklist to evaluate the environmental impacts associated with Application No. 1908-42 (SPR19-023), located at 115 Chestnut Ave. (the City of Long Beach Public Safety Parking Garage) to construct a five-level, approximately 297-stall parking (the "Project"), located in the Downtown Plan (PD-30).

Assumptions included in the Downtown Plan PEIR for the Project Site
The Project is located in the Height Incentive Area of the Downtown Plan (PD-30). This height area allows for a project floor area ratio of 8.0.

Figures

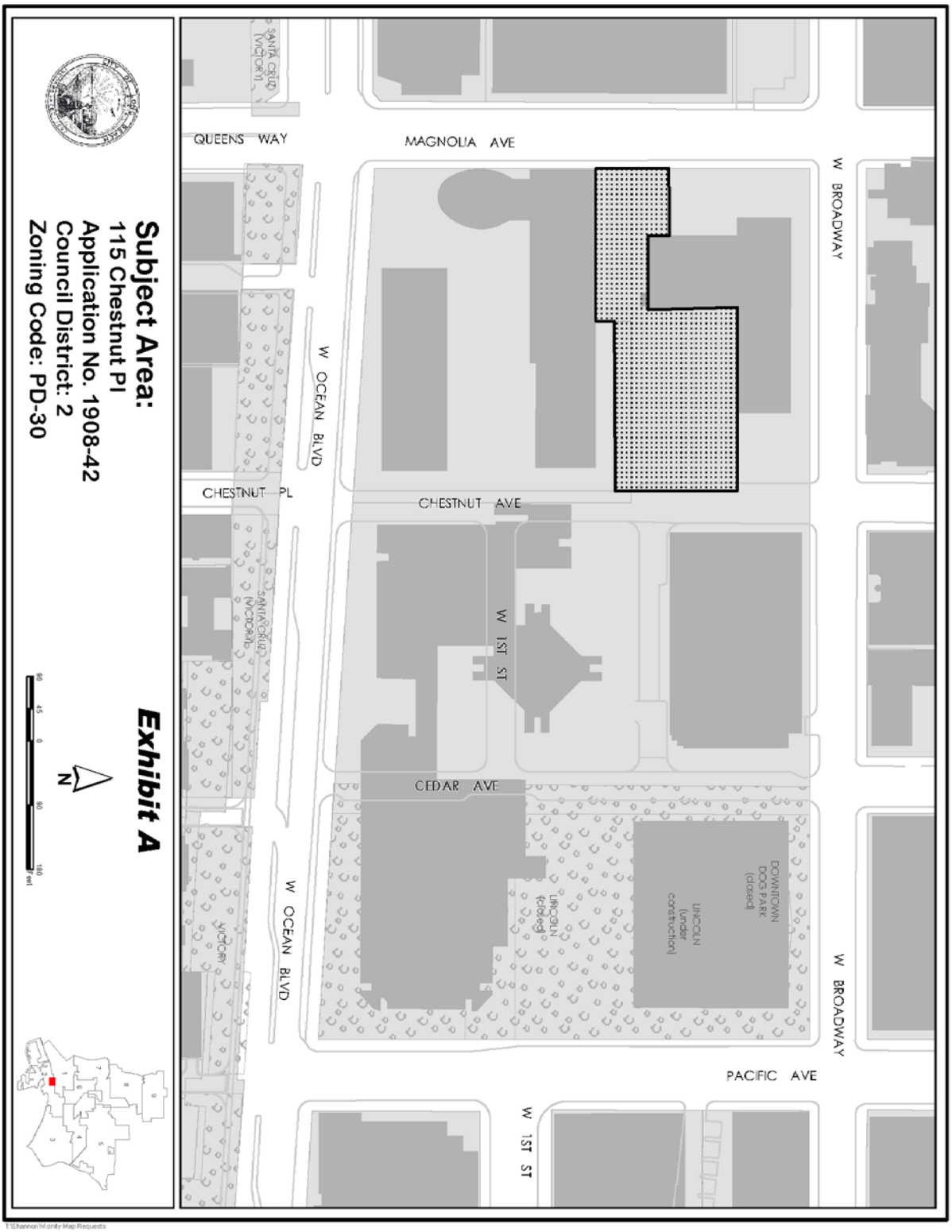


Figure 1. Vicinity Map.

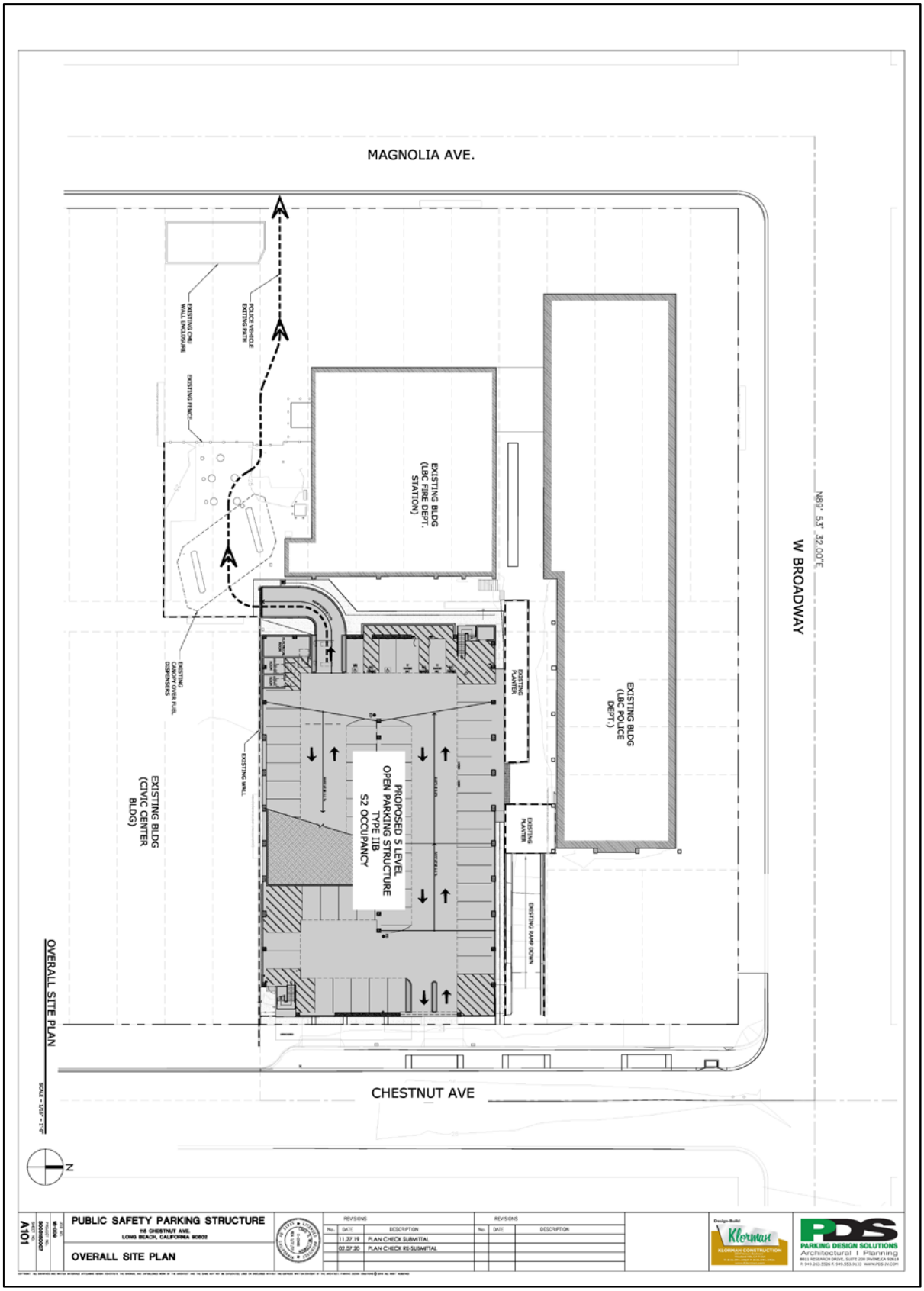


Figure 2. Context plan.

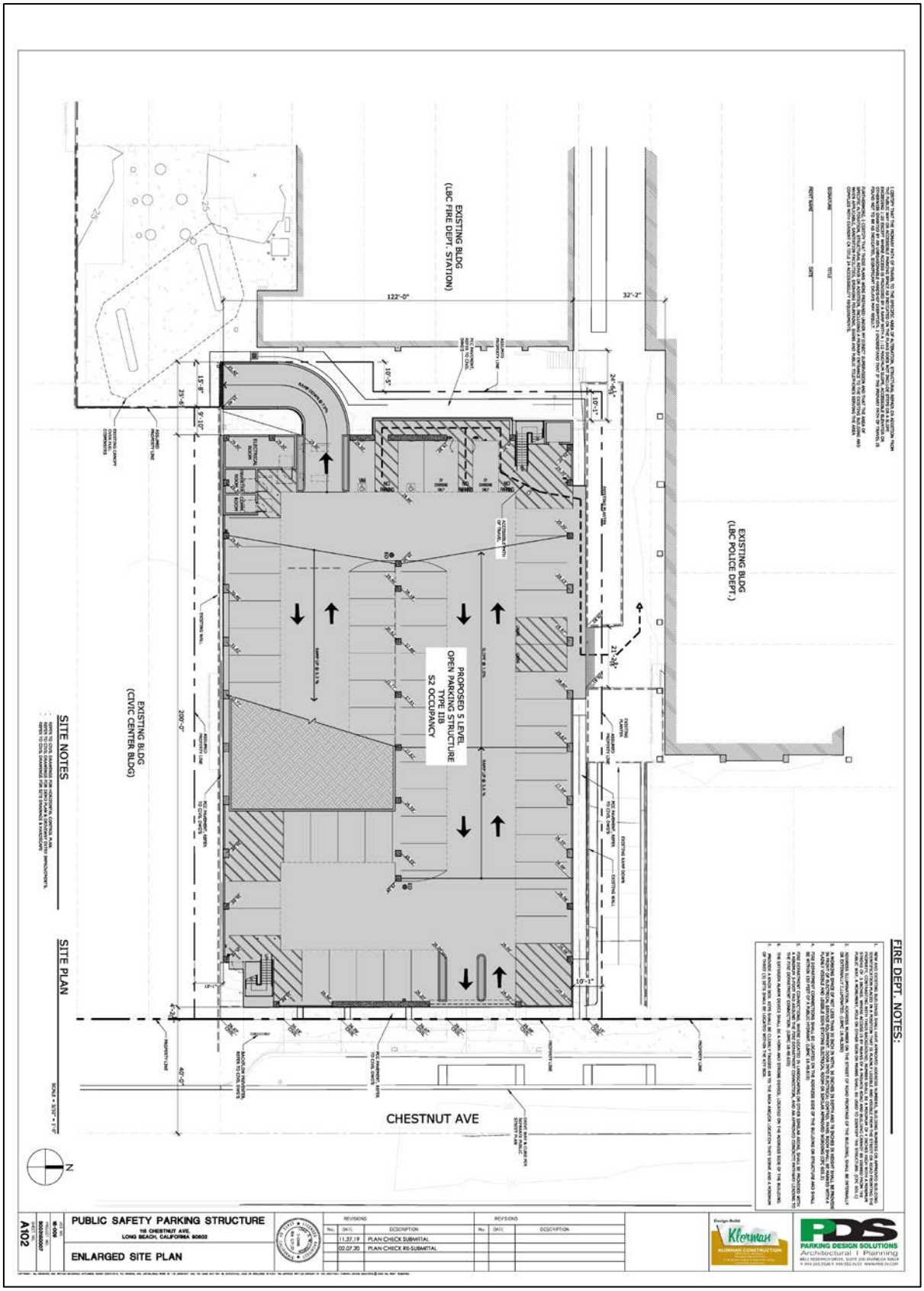
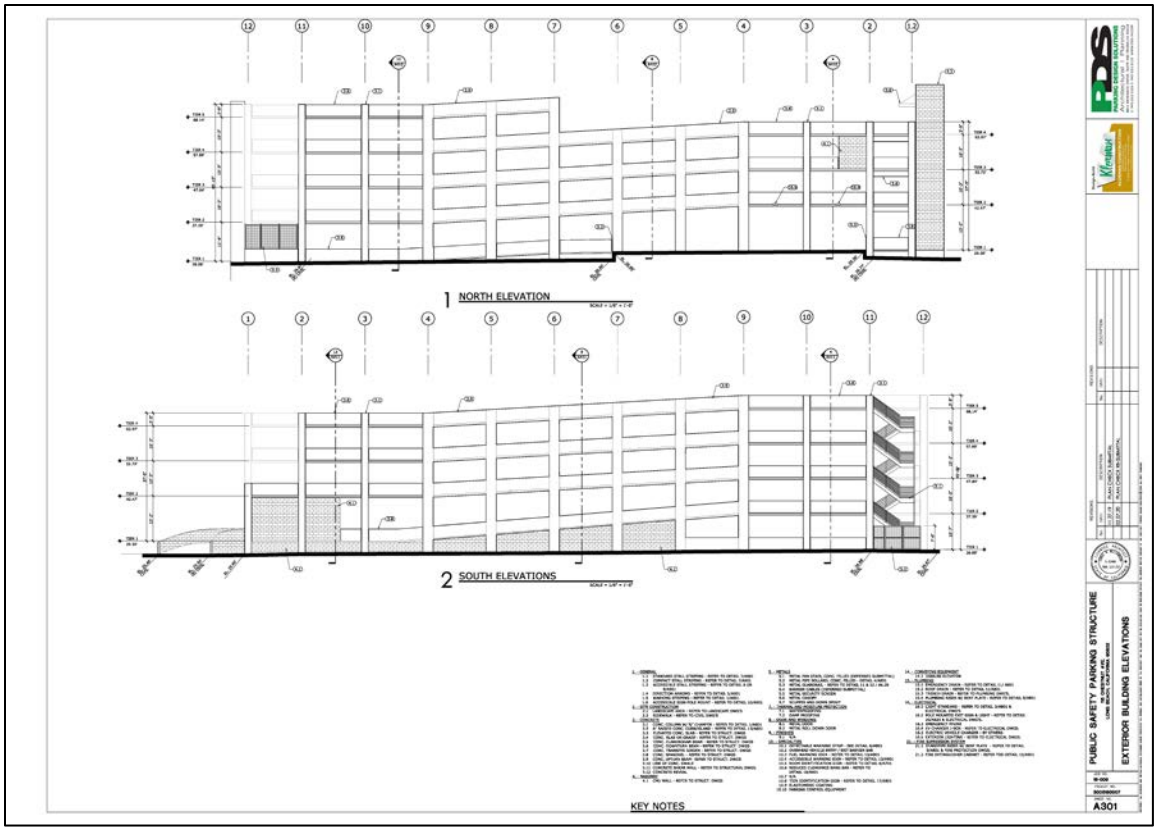


Figure 3. Proposed site plan.



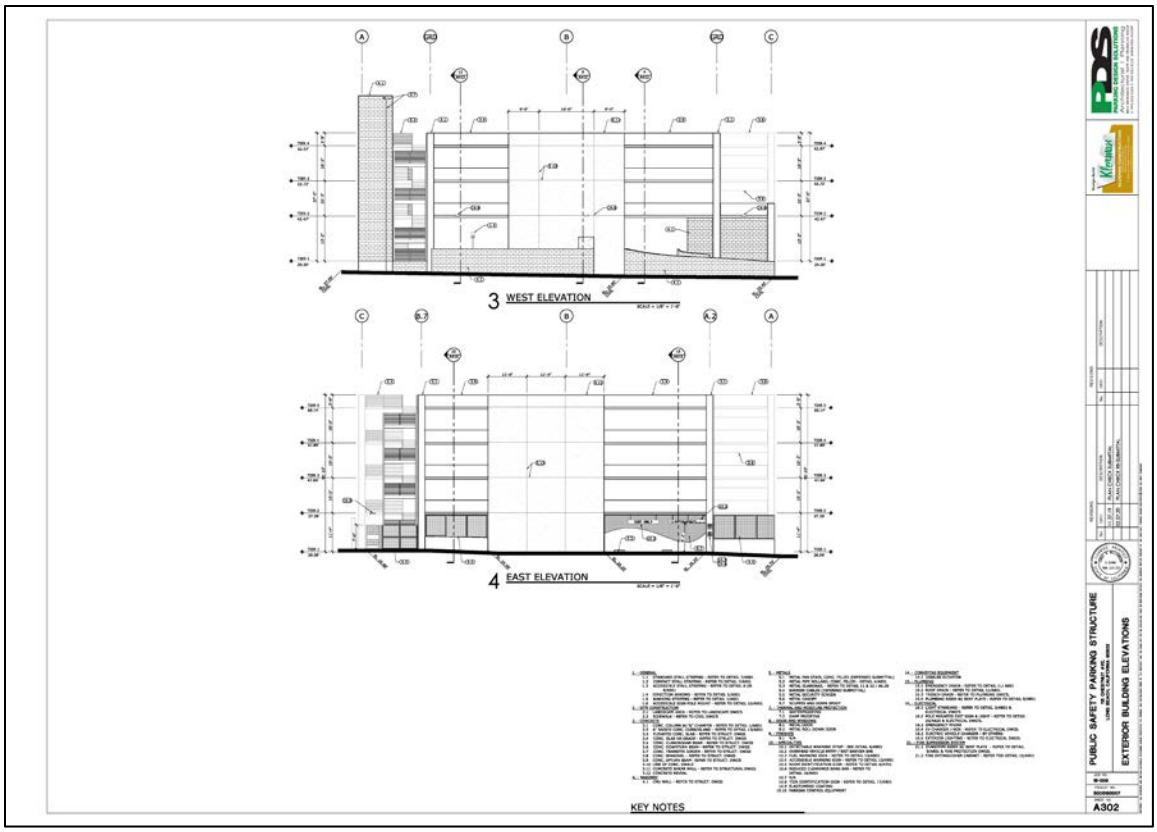


Figure 4. Proposed elevations.



Figure 5. Project renderings.

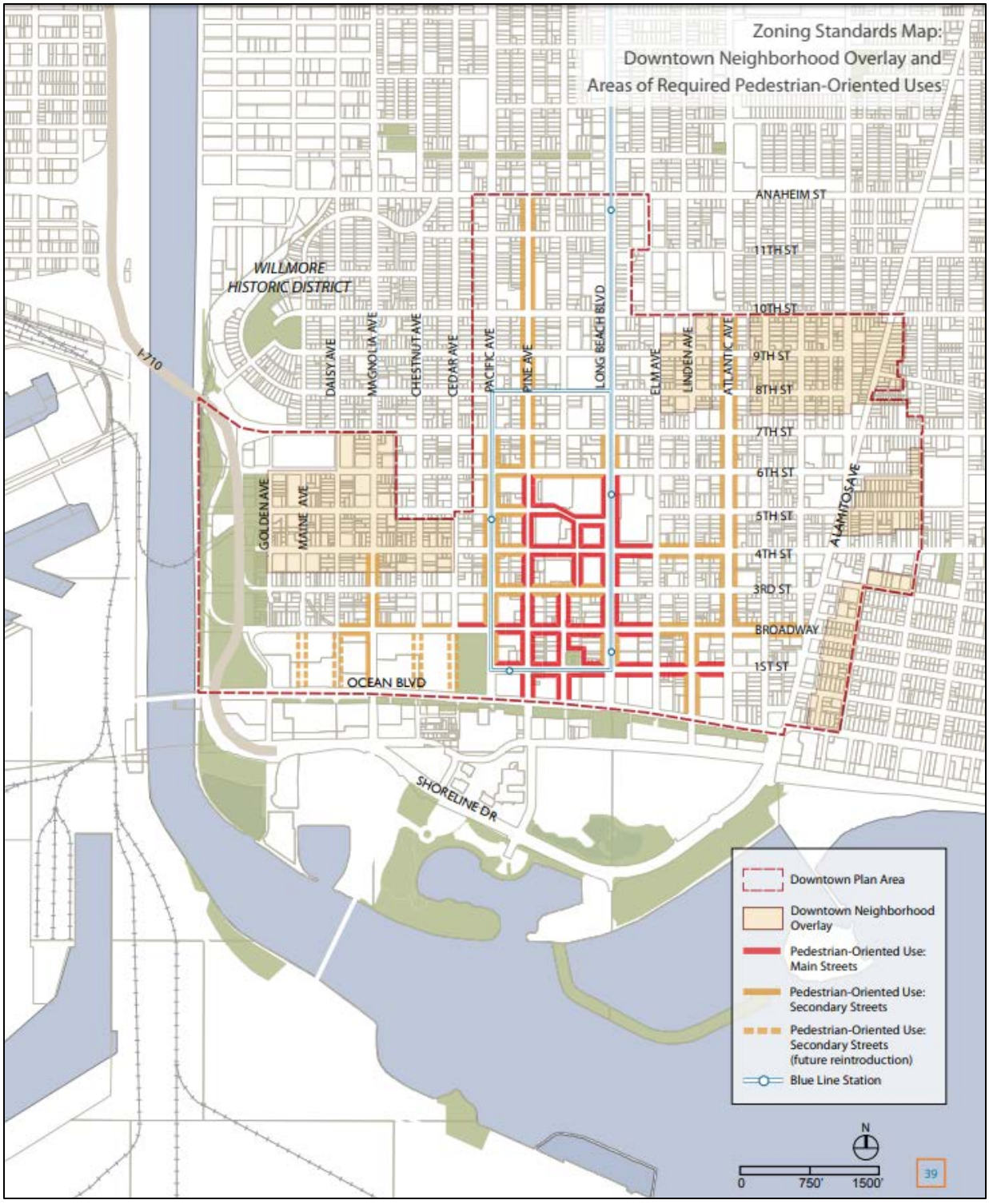


Figure 6. Downtown Plan Land Use Map.

DETERMINATION

On the basis of this compliance checklist:

☐ 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 (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) 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 NEGATIAVE 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.

Scott Kinsey, AICP
Planner V

2/24/20
Date

FORMAT AND EVALUATION OF IMPACTS

Format of this Environmental Compliance Checklist

The Downtown Plan PEIR analyzed potential environmental impacts of the implementation of the Downtown Plan by utilizing the Environmental Checklist Form included in Appendix G of the CEQA Guidelines. The City determined that an EIR would be required for the Downtown Plan Project, and issued a Notice of Preparation (NOP) and Initial Study in June 2009 (Refer to Appendix A of the Downtown Plan Draft PEIR). The NOP process was used to help determine the scope of the environmental issues to be addressed in the Draft PEIR.

Based on this process and the Initial Study for the Downtown Plan, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered Potentially Significant were addressed in the Downtown Plan Draft PEIR. Issues identified as Less Than Significant or No Impact were not addressed beyond the discussion contained in the Initial Study.

The analysis in this Environmental Compliance Checklist will include all environmental topics analyzed in the PEIR prepared for the Downtown Plan. For each impact identified in this Environmental Compliance Checklist, a summary of the analysis in the Downtown Plan PEIR and statement of the level of significance of the impact are provided. Included in the analysis is a determination if the mitigation measures identified in the Downtown Plan PEIR are applicable to the Project, and whether there are any additional impacts not previously identified in the Downtown Plan PEIR, which would therefore require the implementation of new mitigation measures. Components of certain mitigation measures identified in the Downtown Plan PEIR are not applicable to this project, and therefore have been shown as stricken in the discussion.

The Environmental Compliance Checklist applies the following determination of impacts:

- Potentially Significant Impact Not Identified in Downtown Plan PEIR
- No Impact/No Change to Downtown Plan PEIR

Evaluation of Environmental Impacts

CEQA requires a Lead Agency to consider the information contained in the EIR prior to taking any discretionary action on the proposed project. This document has been prepared in accordance with the California Environmental Quality Act. According to Section 15168(c)(2) of the State CEQA Guidelines, a Program EIR can be used in compliance with CEQA to address the effects of a subsequent activity, so long as the activity of the project is within the scope of the Program EIR, and no new effects are found and no new mitigation measures are required. As supported by the analysis presented in this document, the Project would not result in new or substantially more severe significant environmental impacts than were analyzed in the Downtown Plan PEIR.

In addition, CEQA Guidelines Section 15183.3 allows streamlining for certain qualified infill projects by limiting the topics subject to review at the project level where the effects of infill development have been addressed in a planning level decision or by uniformly applicable development policies. An infill project is eligible if: 1) It is located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least 75 percent of the site's perimeter; 2) It satisfies the performance standards in Appendix M of the State CEQA Guidelines; and 3) It is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy.

This document has been prepared in accordance with California Environmental Quality Act. According to Section 15162 of the State CEQA Guidelines, when a Program EIR has been certified for a project, no new subsequent EIR needs to be prepared as long as the activity of the project is within the scope of the program EIR, and no new effects are found, and no new mitigation measures are required. As supported by the analysis presented in this document, the Project would not result in new or substantially more severe significant environmental impacts than was analyzed in the Downtown Plan PEIR.

This environmental compliance review is intended to serve as an informational document to be considered by the City and its decision-making bodies during deliberations and actions on the proposed project.

General Guidelines for Responses

1) A brief explanation is required for all answers except "No Impact" answers that are supported adequately by the information sources a lead agency cites in the parenthesis 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 Incorporation" 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 Analysis," 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 (per 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 effect were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less that 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) Supporting information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
7) The explanation of each issue should identify:

a) The significance criteria or threshold. If any, used to evaluate each question; and
b) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL COMPLIANCE CHECKLIST

This checklist examines the impact determinations of the Downtown Plan, potential impacts of the proposed project, and mitigation measures included in the Downtown Plan PEIR. This chapter is divided into sections based on the Environmental Checklist Form included in the Downtown Plans PEIR.

Aesthetics

	Downtown Plan PEIR Determination	Potentially Significant Impact Not Identified in Downtown Plan PEIR	No Impact/ No Change to Downtown Plan PEIR
Impact Area: Aesthetics			
Would the Project:			
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	Significant and Unavoidable	□	■
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less Than Significant with Mitigation	□	■

c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

The Downtown Plan PEIR found that construction of high-rise structures would cast shadows onto adjacent properties. Mitigation Measure AES-3 was included in the PEIR to apply to project-level development review:

> **Mitigation Measure AES-3 – Shadow Impacts -** Prior to the issuance of building permits for any structure exceeding 75 feet in height or any structure that is adjacent to a light sensitive use and exceeds 45 feet in height, the applicant shall submit a shading study that includes calculations of the extent of shadowing arches for winter and equinox conditions. If feasible, projects shall be designed to avoid shading of light sensitive uses in excess of the significance thresholds outlined in this EIR. If avoidance of shadows exceeding significance thresholds is determined to be infeasible, the shadow impact will be disclosed as part of a project environmental impact report (EIR)."

The project structure is less than 75 feet in height, and while it is over the 45-foot height level, it is not adjacent to a light-sensitive use. The adjacent building and use that will be most affected by the project buildings is the City's Police Headquarters building, a six-story building directly north of the project site. No shading study is necessary.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

---

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

The Downtown Plan PEIR determined that extensive use of glass and reflective materials on building façades for new development might cause light and glare impacts on nearby properties, but that inclusion of Mitigation Measures AES-2(a) through AES-2(d) would result in impacts that were less than significant.

> **Mitigation Measure AES-2(a) Lighting Plans and Specifications.** Prior to the issuance of building permits for new large development projects, the applicant shall submit lighting plans and specifications for all exterior lighting fixtures and light standards to the Development Services Department for review and approval. The plans shall include a photometric design study demonstrating that all outdoor light fixtures to be installed are designed or located in a manner as to contain the direct rays from the lights onsite and to minimize spillover of light onto surrounding properties or roadways. All parking structure lighting shall be shielded and directed away from residential uses. Rooftop decks and other similar amenities are encouraged in the Plan. Lighting for such features shall be designed so that light is directed so as to provide adequate security and minimal spill-over or nuisance lighting.

A final lighting plan and photometric study detailing all exterior lighting fixtures and light standards will be required in the Project's building permit submittal as a condition of approval. Conditions of approval require that all lighting fixtures be designed to full-cutoff specifications, and all light throw will be restricted to the footprint of the project site.

> **Mitigation Measure AES-2(b) Building Material Specifications.** Prior to the issuance of any building permits for development projects, applicants shall submit plans and specifications for all building materials to the Development Services Department for review and approval. The Plan provides measures to ensure that the highest quality materials are used for new development projects. This is an important consideration, since high quality materials last longer. Quality development provides an impression of permanence and can encourage additional private investment in Downtown Long Beach.

A project materials board was filed with the Site Plan Review submittal. Proposed building materials were found to be of high quality and durability.

> **Mitigation Measure AES-2(c) Light Fixture Shielding.** Prior to the issuance of building permits for development projects within the Downtown Plan Project area, applicants shall demonstrate to the Development Services Department that all-night lighting installed on private property within the project site shall be shielded, directed away from residential and lighting, or aviation warning lights, shall be in accordance with Airport/Federal Aviation Administration (FAA) requirements. Additionally, all lighting shall comply with all applicable Airport Land Use Plan (ALUP) Safety Policies and FAA regulations.

A final lighting plan and photometric study detailing all exterior lighting fixtures and light standards will be required in the Project's building permit submittal as a condition of approval. Conditions of approval require that all lighting fixtures be designed to full-cutoff specifications, and all light throw will be restricted to the footprint of the project site. A night lighting analysis shall be included in the final lighting plan and photometric study submitted to the Planning Bureau prior to the issuance of building permits.

> **Mitigation Measure AES-2(d) Window Tinting.** Prior to the issuance of any building permits, the applicant shall submit plans and specifications showing that building windows are manufactured or tinted to minimize glare from interior lighting and to minimize heat gain in accordance with energy conservation measures.

The project is a parking structure and will not have any glazing.

No impact related to lighting and glare beyond that identified in the Downtown Plan PEIR would occur, and further study of the issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Agricultural Resources

Based on the Initial Study for the Downtown Plan (Appendix A in the Downtown Plan PEIR), all three significance thresholds for agricultural resources were identified as having no impact. The project site is located within an urbanized area with no agricultural uses, therefore no further study of these issues is warranted.

Air Quality

	Downtown Plan PEIR Determination	Potentially Significant Impact Not Identified in Downtown Plan PEIR	No Impact/ No Change to Downtown Plan PEIR
Impact Area: Air Quality			
Would the Project:			
a) Conflict with or obstruct implementation of the applicable air quality plan?	Significant and Unavoidable	□	■
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Significant and Unavoidable	□	■
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Significant and Unavoidable	□	■
d) Expose sensitive receptors to substantial pollutant concentrations?	Significant and Unavoidable	□	■
e) Create objectionable odors affecting a substantial number of people?	Less Than Significant with Mitigation	□	■

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

b) Would the project violate any air quality standard or contracture substantially to an existing or projected air quality violation?

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The Downtown Plan PEIR found that plan implementation would enable development that could generate a substantial increase in traffic and worsen operations at existing intersections within and near the project area. Air pollutant emissions from additional traffic and longer idling times at project area intersections could conflict with or obstruct implementation of air quality plans. Construction activity could also result in temporary air quality and odor impacts due to fugitive dust and exhaust emissions from diesel-powered construction equipment. Components of certain mitigation measures identified in the Downtown Plan PEIR are not applicable to this project, and

therefore have been shown as stricken in the discussion below. Mitigation Measures AQ-1(a), AQ-1(b), AQ-1(c), and AQ-2 were included to apply to project-level development review:

> **Mitigation Measure AQ-1(a) – Enhanced Exhaust Control Practices –** To reduce short-term construction emissions, the City shall require that all construction projects that would require use of heavy-duty (50 horsepower [hp] or more), off-road vehicles to be used during construction shall require their contractors to implement the Enhanced Exhaust Control Practices (listed below) or whatever mitigation ensures are recommended by SCAQMD at the time individual portions of the site undergo construction, including those specified in the mitigation recommendations in the SCAQMD CEQA Handbook or SCAQMD's Mitigation Measures and Control Efficiencies recommendations located at the following url: http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html.
>
> Enhanced Exhaust Control Practices
>
> - The project applicant shall provide a plan for approval by the City, demonstrating that the heavy-duty (50 hp or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NO_X reduction, 20 percent VOC reduction, and 45 percent particulate reduction compared to the 2011 ARB fleet average, as contained in the URBEMIS output sheets in Appendix C. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. SCAQMD, which is the resource agency for air quality in the Project area, can be used in an advisory role to demonstrate fleet-wide reductions. SCAQMD's mitigation measures for off-road engines can be used to identify an equipment fleet that achieves this reduction (SCAQMD 2007b).
> - The project applicant shall submit to the City a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the hp rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide the City with the anticipated construction timeline including start date and name and phone number of the project manager and onsite foreman. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed and the dates of each survey. SCAQMD staff and/or other officials may conduct periodic site inspections to determine compliance.
> - If, at the time of construction, SCAQMD, CARB, or the EPA has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if the City so permits. Such a determination must be supported by a project-level analysis and be approved by the City.

Mitigation Measure AQ-1(b) - Prior to construction of each development phase of onsite land uses that are proposed within 1,500 feet of sensitive receptors, each project applicant shall perform a project-level CEQA analysis that includes a detailed LST analysis of construction-generated emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ to assess the impact at nearby sensitive receptors. The LST analysis shall be performed in accordance with applicable SCAQMD guidance that is in place at the time the analysis is performed. The project-level analysis, to be completed prior to the issuance of building permits, shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.

Mitigation Measure AQ-1(c) - Prior to issuance of a grading permit, the project plans shall include the following provisions to reduce construction-related air quality impacts:

- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow;
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site;
- Reroute construction trucks away from congested streets or sensitive receptor areas;
- Appoint a construction relations officer to act as a community liaison concerning onsite construction activity including resolution of issues related to PM10 generation;
- Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications;
- Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113;
- Construct or build with materials that do not require painting;
- Require the use of pre-painted construction materials if available;
- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export);
    - o During project construction, all internal combustion engines/construction equipment operating on the project site shall meet EPA-Certified Tier 2 emissions standards, or higher according to the following:
    - ~~o Project Start, to December 31, 2011: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 2 offroad emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~
    - ~~o January 1, 2012, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~

  - Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
- Encourage construction contractors to apply for AQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for AQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm"

Mitigation Measure AQ-2 - Mitigation to reduce mobile source emissions due to implementation of the Plan addresses reducing the number of motor vehicle trips and reducing the emissions of individual vehicles under the control of the project applicant(s). The following measures shall be implemented by project applicant(s) unless it can be demonstrated to the City that the measures would not be feasible.

- ~~The project applicant(s) for all project phases shall require the commercial development operator(s) to operate, maintain, and promote a ride-share program for employees of the various businesses.~~
- The project applicant(s) for all project phases shall include one or more secure bicycle parking areas within the property and encourage bicycle riding for ~~both~~ employees ~~and customers~~.
- The proposed structures shall be designed to meet current Title 24 + 20 percent energy efficiency standards and shall include such measures as photovoltaic cells on the rooftops to achieve an additional 25 percent reduction in electricity use on an average sunny day.
- ~~The City shall ensure that all new commercial developments include or have access to convenient shower and locker facilities for employees to encourage bicycle, walking, and jogging as options for commuting~~.
- ~~The project applicant(s) for all project phases shall require that all equipment operated by the businesses within the facility be electric or use non-diesel engines~~.
- All truck loading and unloading docks shall be equipped with one 110/208-volt power outlet for every two-dock door. Diesel trucks shall be prohibited from idling more than 5 minutes and must be required to connect to the 110/208-volt power to run any auxiliary equipment. Signs outlining the idling restrictions shall be provided.
- If, at the time of construction, SCAQMD, CARB, or EPA has adopted a regulation or new guidance applicable to mobile- and area-source emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if the City so permits. Such a determination shall be supported by a project-level analysis that is approved by the City.

The project, a parking structure for City and Police vehicles and City employees, will not generate any new traffic or vehicle trips: all vehicles already are present and vehicle trips already occur under existing conditions, but are parked at nearby locations instead of the project site. Mitigation measures, or portions thereof, relating to commercial businesses or customers are not applicable.

The developer will be required to comply with LST analysis requirements and the listed construction-related air quality measures, per the Project's conditions of approval. During the Project's construction phase, Planning staff will coordinate with Building Bureau officials to verify compliance with enhanced exhaust control practices.

The developer will be required to design the structure systems to produce a minimum 20% increased efficiency over current Title 24 standards. During the Project's plan check phase, Building Bureau personnel will verify compliance with this energy efficiency standard.

The project location is directly adjacent to transit options, including the Metro "A" Line Light Rail Transit (LRT) station and bus lines along Broadway, as well as the dedicated bikeways on Broadway and 3rd Street. Further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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d) Would the project violate any air quality standard or contracture substantially to an existing or projected air quality violation?

The Downtown Plan PEIR found that implementation of the Plan would result in a net increase in unmitigated long-term regional emissions of criteria air pollutants and ozone precursors that exceed SCAQMD's applicable thresholds, and would result in or substantially contribute to emissions concentrations that exceed the NAAQS and CAAQS. Mitigation Measure AQ-4(a), AQ-4(b), and AQ-5 were included to reduce exposure of sensitive receptors to operational emissions of TACs:

> **Mitigation Measure AQ-4(a)** – The following measures shall be implemented to reduce exposure of sensitive receptors to operational emissions of TACs:
>
> - ~~Proposed commercial land uses that have the potential to emit TACs or host TAC-generating activity (e.g., loading docks) shall be located away from existing and proposed onsite sensitive receptors such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0.~~
> - ~~Where necessary to reduce exposure of sensitive receptors to an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0, proposed commercial and industrial land uses that would host diesel trucks shall incorporate idle-reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as IdleAire, electrification of truck parking, and alternative energy sources for TRUs to allow diesel engines to be completely turned off.~~

- Signs shall be posted in at all loading docks and truck loading areas to indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by the California Office of Administrative Law in January 2005.
- Proposed facilities that would require the long-term use of diesel equipment and heavy-duty trucks shall develop a plan to reduce emissions, which may include such measures as scheduling activities when the residential uses are the least occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling.
- ~~When determining the exact type of facility that would occupy the proposed commercial space, the City shall take into consideration its toxic-producing potential.~~
- ~~Commercial land uses that accommodate more than 100 trucks per day, or 40 trucks equipped with TRUs, within 1,000 feet of sensitive receptors (e.g., residences or schools) shall perform a site-specific project-level HRA in accordance with SCAQMD guidance for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles (SCAQMD 2003b). If the incremental increase in cancer risk determined by the HRA exceeds the threshold of significance recommended by SCAQMD or ARB at the time (if any), then all feasible mitigation measures shall be employed to minimize the impact.~~

~~**Mitigation Measure AQ-4(b)** - The City shall verify that the following measures are implemented by new developments to reduce exposure of sensitive receptors to emissions of TACs from POLB and stationary sources in the vicinity of the Downtown Plan Project area:~~

- ~~All proposed residences in the Downtown Plan Project area shall be equipped with filter systems with high Minimum Efficiency Reporting Value (MERV) for removal of small particles (such as 0.3 micron) at all air intake points to the home. All proposed residences shall be constructed with mechanical ventilation systems that would allow occupants to keep windows and doors closed and allow for the introduction of fresh outside air without the requirement of open windows.~~
- ~~The heating, ventilation, and air conditioning (HVAC) systems shall be used to maintain all residential units under positive pressure at all times.~~
- ~~An ongoing education and maintenance plan about the filtration systems associated with HVAC shall be developed and implemented for residences.~~
- ~~To the extent feasible, sensitive receptors shall be located as far away from the POLB as possible.~~

~~**Mitigation Measure AQ-5** - The following additional guidelines, which are recommended in ARB's *Land Use Handbook: A Community Health Perspective* (ARB 2005) shall be implemented. The guidelines are considered to be advisory and not regulatory:~~

~~Sensitive receptors, such as residential units and daycare centers, shall not be located in the same building as dry-cleaning operations that use perchloroethylene. Dry-cleaning operations that use perchloroethylene shall not be located within 300 feet of any sensitive receptor. A setback of 500 feet shall be provided for operations with two or more machines.~~

The Project does not contain residential, commercial, or industrial land uses, and consists only of an accessory parking garage for storing City vehicles and parking for City employees' personal vehicles. Construction impacts will be within the impact severity levels analyzed in the Downtown Plan PEIR. Operation impacts will be similar to existing conditions, as the existing City and employee vehicles and vehicle trips are already present and will be moved from nearby locations into the proposed parking structure. Further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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e) Would the project create objectionable odors affecting a substantial number of people?

The Downtown Plan PEIR found that truck deliveries to commercial uses could intermittently and temporarily emit diesel odors, and that commercial uses could provide development of convenience uses that may include sources of odorous emissions that would be perceived as offensive to some individuals. Mitigation Measure AQ-6 was included to control exposure of sensitive receptors to operational odorous emissions.

Mitigation Measure AQ-6 – The City shall ensure that all project applicant(s) implement the following measures:

- The City shall consider the odor-producing potential of land uses when reviewing future development proposals and when the exact type of facility that would occupy areas zoned for commercial, industrial, or mixed-use land uses is determined. Facilities that have the potential to emit objectionable odors shall be located as far away as feasible from existing and proposed sensitive receptors.
- ~~Before the approval of building permits, odor-control devices shall be identified to mitigate the exposure of receptors to objectionable odors if a potential odor-producing source is to occupy an area zoned for commercial land use. The identified odor-control devices shall be installed before the issuance of certificates of occupancy for the potentially odor-producing use. The odor-producing potential of a source and control devices shall be determined in coordination with SCAQMD and based on the number of complaints associated with existing sources of the same nature.~~
- Truck loading docks and delivery areas shall be located as far away as feasible from existing and proposed sensitive receptors.
- Signs shall be posted at all loading docks and truck loading areas to indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by California's Office of Administrative Law in January 2005. (This measure is also required by Mitigation Measure AQ-4 to limit TAC emissions.)
- Proposed commercial and industrial land uses that have the potential to host diesel trucks shall incorporate idle-reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs to allow diesel engines to be completely turned off. (This measure is also required by Mitigation Measure AQ-4 to limit TAC emissions.)

The project is an accessory parking garage for storing City vehicles and parking for City employees' personal vehicles. Objectionable odor impacts are well within the severity levels analyzed by the Downtown Plan PEIR. Further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Biological Resources

Based on the Initial Study for the Downtown Plan (Appendix A in the Downtown Plan PEIR), all six significance thresholds for biological resources were identified as having no impact. Therefore, no further study of these issues is warranted.

Cultural Resources

	Downtown Plan PEIR Determination	Potentially Significant Impact Not Identified in Downtown Plan PEIR	No Impact/ No Change to Downtown Plan PEIR
Impact Area: Cultural Resources			
Would the Project:			
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	Less Than Significant with Mitigation	□	■
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Less Than Significant with Mitigation	□	■
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant with Mitigation	□	■
d) Disturb any human remains, including those interred outside of formal cemeteries?	Less Than Significant with Mitigation	□	■

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

Historical structures and districts have been designated within the Downtown area, and many other buildings more than 50 years old are also present within the Downtown area. Designated historic resources and others not currently designated by the City as historic landmarks could be affected by demolition or remodeling. Mitigation Measures CR-1(a) and CR-1(b) were included to encourage the local landmark designation of 21 identified downtown properties, encourage the adaptive reuse of historic buildings, and to require a Historic Survey Report be performed for select landmark or potential landmark properties, and those 45 years of age or older.

> **Mitigation Measure CR-1(a)** - The City shall encourage the designation as local landmarks of 21 properties identified in Table 4.3-3 with the "Desired Outcome" of "Pursue Local Designation." The City will encourage the on-going maintenance and appropriate adaptive reuse of all properties in Table 4.3-2 (existing landmarks), and Table 4.3-3 as historic resources.

However, the project site consists of an asphalt surface parking lot; therefore, no further study of this issue is warranted.

> ~~**Mitigation Measure CR-1(b)** - The following procedures shall be followed prior to issuance of a demolition permit or a building permit for alteration of any property listed in the Historic Survey Report (ICF Jones & Stokes 2009) by Status Code 3S, 3CS, 5S1, or 5S3; designated as a Historic Landmark (City of Long Beach 2010a); listed in Tables 4.3-~~

2 and 4.3-3 of this PEIR, or other property 45 years of age or older that was not previously determined by the Historic Survey Report to be ineligible for National Register, California Register, or Local Landmark (Status Code 6L and 6Z):

Notification of Historic Preservation Staff

Historic Preservation staff in the City Development Services Department shall be notified upon receipt of any demolition permit or building permit for alteration of any property listed in the Historic Survey Report or other property 45 years of age or older that was not previously determined by the Historic Survey Report to be ineligible for National Register, California Register, or Local Landmark (Status Code 6L and 6Z)

Determination of Need for Historic Property Survey

In consultation with Historic Preservation staff, the City Development Services Department shall determine whether a formal historic property survey is needed and may require that the owner or applicant provide photographs of the property, including each building façade, with details of windows, siding, eaves, and streetscape views, and copies of the County Assessor and City building records, in order to make this determination.

Determination of Eligibility

If City Development Services Department staff determines that the property may be eligible for designation, the property shall be referred to the Cultural Heritage Commission, whose determination of eligibility shall be considered as part of the environmental determination for the project in accordance with CEQA.

Documentation Program

If the Cultural Heritage Commission determines that the property is eligible for historic listing, the City Development Services Department shall, in lieu of preservation, require that prior to demolition or alteration a Documentation Program be prepared to the satisfaction of the City Development Services Department, which shall include the following:

A. Photo Documentation

Documentation shall include professional quality photographs of the structure prior to demolition with 35 mm black and white photographs, 4" x 6" standard format, taken of all four elevations and with close-ups of select architectural elements, such as but not limited to, roof/wall junctions, window treatments, decorative hardware, any other elements of the building's exterior or interior, or other property features identified by the City Development Services Department to be documented. Photographs shall be of archival quality and easily reproducible.

B. Required Drawings

Measured drawings of the building's exterior elevations depicting existing conditions or other relevant features shall be produced from recorded, accurate measurements. If portions of the building are not accessible for measurement or cannot be reproduced from historic sources, they should not be drawn, but clearly labeled as not accessible. Drawings shall be produced in ink on translucent material or archivally stable material (blueline drawings are acceptable). Standard drawing sizes are 19" x 24" or 24" x 36" and standard scale is ¼" = 1 foot.

C. Archival Storage

Xerox copies or CD of the photographs and one set of the measured drawings shall be submitted for archival storage with the City Development Services Department; and one set of original photographs, negatives, and measured drawings shall be submitted

~~for archival storage with such other historical repository identified by the City Development Services Department.~~

The site of the proposed project is currently an asphalt surface parking lot. The site and existing improvements upon the site are not listed in the referenced Historic Survey Report, therefore no further study of this issue is warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

The Downtown Plan Area is a fully urbanized setting subject to extensive disturbance from the construction of existing buildings and existing underground infrastructure. The Downtown Plan PEIR found that archeological and paleontological resources, geologic features, and human remains in the project area have likely been previously disturbed. Future construction of new land uses in the downtown area could result in additional surface and subsurface disturbance that may result in damage to previously unknown resources or remains. Mitigation Measures CR-2(a), CR-2(b), and CR-2(c) have been included to reduce potential impacts to archaeological resources.

Mitigation Measure CR-2(a) - A qualified project archaeologist or archaeological monitor approved by the City in advance of any ground-disturbing activities shall be present during excavation into native sediments and shall have the authority to halt excavation for inspection and protection of cultural resources. The archaeological monitor shall be empowered to halt or redirect ground-disturbing activities to allow the find to be evaluated. If the archaeological monitor determines the find to be significant, the project applicant and the City shall be notified and an appropriate treatment plan for the resources shall be prepared. The treatment plan shall include notification of a Native American representative and shall consider whether the resource should be preserved in place or removed to an appropriate repository as identified by the City.

Mitigation Measure CR-2(b) - The project archaeologist shall prepare a final report of the find for review and approval by the City and shall include a description of the resources unearthed, if any, treatment of the resources, and evaluation of the resources with respect to the California Register of Historic Resources and the National Register of Historic Places. The report shall be filed with the California Historic Resources Information System South Central Coastal Information Center. If the resources are found to be significant, a separate report including the results of the recovery and evaluation process shall be prepared.

Mitigation Measure CR-2(c) - If human remains are encountered during excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the corner is to notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will then identify the

person(s) thought to be the Most Likely Descendent, who will help determine what course of action should be taken in dealing with the remains. Preservation in place and project design alternatives shall be considered as possible courses of action by the project applicant, the City, and the Most Likely Descendent.

For the proposed project, a qualified monitor will be retained, as required and conditioned. During the Project's plan check phase, Building Bureau personnel will verify compliance with ground disturbance monitoring to reduce potential impacts on unearthed resources. In the event significant resources are unearthed, a qualifying report will be produced and provided to the CHRISSCCIC. In the event human remains are encountered during project activities the LA County Coroner (and NAHC, if necessary) will be notified. No further study of the issue is warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

In the event paleontological resources are encountered during excavation and grading activities, Mitigation Measures CR-3(a) and CR-3(b) have been included to reduce potential impacts to paleontological resources (including fossils) that may exist at the site.

Mitigation Measure CR-3(a) - A qualified paleontologist approved by the City in advance of any ground-disturbing activities shall be present during excavation into native sediments and shall have the authority to halt excavation for inspection and protection of paleontological resources. Monitoring shall consist of visually inspecting fresh exposures of rock for fossil remains and, where appropriate, collection of sediment samples for further analysis. The frequency of inspections shall be based on the rate of excavation and grading activities, the materials being excavated, the depth of excavation, and, if found, the abundance and type of fossils encountered.

Mitigation Measure CR-3(b) - If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect excavation and grading in the area of the exposed fossil to evaluate and, if necessary, salvage the find. All fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository. Any fossils collected shall be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County and shall be accompanied by a report on the fossils collected and their significance, and notes, maps, and photographs of the salvage effort.

For the proposed parking structure project, a qualified paleontologist will be retained and present during excavation into native sediments. Fossils encountered and recovered shall be catalogued and donated, as specified. No further study of the issue is warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Geology/Soils

	Downtown Plan PEIR Determination	Potentially Significant Impact Not Identified in Downtown Plan PEIR	No Impact/ No Change to Downtown Plan PEIR
Impact Area: Geology/Soils			
Would the Project:			
a) Expose people or structures to 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?	Less Than Significant with Mitigation	□	■
ii) Strong seismic ground shaking?	Less Than Significant with Mitigation	□	■
iii) Seismic-related ground failure, including liquefaction?	Less Than Significant with Mitigation	□	■
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 with Mitigation	□	■
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Less Than Significant with Mitigation	□	■

a) *i) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

a) *ii) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving Strong seismic ground shaking?*

The Downtown Plan PEIR found that faults associated with the Newport-Inglewood Fault Zone, which is mapped as an Alquist-Priolo Earthquake Fault Zone, is located within approximately 2 miles of the project area. Several other fault zones located within approximately 5 to 30 miles have the potential to impact the project area. Mitigation Measures Geo-1 and Geo-2 were included to apply to project-level development review:

> **Mitigation Measure Geo-1** - New construction or structural remodeling of buildings proposed with the Project area shall be engineered to withstand the expected ground acceleration that may occur at the project site. The calculated design base ground motion for each project site shall take into consideration the soil type, potential for liquefaction, and the most current and applicable seismic attenuation methods that are available. All onsite structures shall comply with applicable provisions of the most recent UBC adopted by the City of Long Beach.

The Project will comply with all applicable provisions of the most recent UBC adopted by the City of Long Beach. During the Project's plan check phase Building Bureau personnel will verify compliance with all applicable ground motion standards and determine the need for a geotechnical investigation and geo-engineering study, as conditioned. Any investigation/study will comply with the listed specifications.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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a) iii) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

The Downtown Plan PEIR found that the PD-30 area immediately adjacent to the Los Angeles River channel as an area of the highest potential impact, and the remainder of the PD-30 area as having a minimal potential for liquefaction. Within the central Downtown area, projects could encounter groundwater during subterranean excavation, in which liquefaction could occur. Mitigation Measure Geo-2 was included to apply to project-level development review:

> **Mitigation Measure Geo-2** - Prior to issuance of a building permit for new structures, the Department of Development Services shall determine, based on building height, depth, and location, whether a comprehensive geotechnical investigation and geo-engineering study shall be completed to adequately assess the liquefaction potential and compaction design of the soils underlying the proposed bottom grade of the structure. If a geotechnical investigation is required, borings shall be completed to at least 50 feet below the lowest proposed finished grade of the structure or 20 feet below the lowest caisson or footing (whichever is deeper). If these soils are confirmed to be prone to seismically induced liquefaction, appropriate techniques to minimize liquefaction potential shall be prescribed and implemented. All onsite structures shall comply with applicable methods of the UBC and California Building Code. Suitable measures to reduce liquefaction impacts could include specialized design of foundations by a structural engineer, removal or treatment of liquefiable soils to reduce the potential for liquefaction, drainage to lower the groundwater table to below the level of liquefiable soils, in-situ densification of soils, or other alterations to the sub-grade characteristics.

The Project will comply with all applicable provisions of the most recent UBC adopted by the City of Long Beach. During the Project's plan check phase Building Bureau personnel will verify

determine whether a comprehensive geotechnical investigation and geo-engineering study shall be completed, as conditioned. Any investigation/study would comply with the listed specifications.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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c) Would the project 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?

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

The Downtown Plan PEIR determined that native soils in the PD-30 plan area typically have low expansion potential. The analysis notes that expansive clay deposits or unstable soils may also occur in the dredged fill areas adjacent to the Los Angeles River. Soil analysis are needed prior to development to evaluate the potential for expansive soils and to determine the appropriate foundation design. Mitigation Measures Geo-3 were included to apply to project-level development review:

> **Mitigation Measure Geo-3** - Prior to issuance of a building permit for new structures, the Department of Development Services shall determine the need for soil samples of final sub-grade areas and excavation sidewalls to be collected and analyzed for their expansion index. For areas where the expansion index is found to be greater than 20, grading and foundation designs shall be engineered to withstand the existing conditions. The expansion testing may be omitted if the grading and foundations are engineered to withstand the presence of highly expansive soils.

The Project will comply with all applicable provisions of the most recent UBC adopted by the City of Long Beach. During the Project's plan check phase Building Bureau personnel will determine the need for soil samples, as conditioned. Any investigation/study will comply with the listed specifications. In the event the soil samples indicate the expansion index exceeds 20, Building Bureau personnel will verify grading and foundation designs are engineered to withstand the existing conditions.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Greenhouse Gas Emissions

	Downtown Plan PEIR Determination	Potentially Significant Impact Not Identified in Downtown Plan PEIR	No Impact/ No Change to Downtown Plan PEIR
Impact Area: Greenhouse Gas Emissions			
Would the Project:			
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Significant and Unavoidable	□	■
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	Significant and Unavoidable	□	■

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction Impacts

The Downtown Plan PEIR found that construction activities associated with implementation of the proposed Downtown Plan would result in increased generation of GHG emissions. Although the construction-related emissions would be temporary, the PEIR assumes that the GHG emissions associated with construction activities would result in a cumulatively considerable incremental contribution to this significant cumulative impact. Implementation of Mitigation Measures GHG-1(a) and GHG-1(b) would reduce construction vehicle emissions to the degree feasible, but because of the uncertainty with respect to GHG reductions from regulations that have not yet been developed, and because the GHGs generated by construction of land uses envisioned under the Downtown Plan could be considerable, the incremental contribution of GHG emissions from Downtown Plan related construction would be cumulatively considerable and therefore significant and unavoidable.

Mitigation Measure GHG-1(a) - Implement Mitigation Measure AQ-1. Implementation of the mitigation measures described in Section 4.2, Air Quality, of this PEIR, which would reduce construction emissions of criteria air pollutants and precursors, would also act to reduce GHG emissions associated with implementation of the Project. The construction mitigation measures for exhaust emissions are relevant to the global climate change impact because both criteria air pollutant and GHG emissions are frequently associated with combustion byproducts.

Mitigation Measure GHG-1(b) - Implement Additional Measures to Control Construction-Generated GHG Emissions. To further reduce construction-generated GHG emissions, the project applicant(s) of all public and private developments shall implement all feasible

measures for reducing GHG emissions associated with construction that are recommended by the City and/or SCAQMD at the time individual portions of the site undergo construction, including those specified in the mitigation recommendations in the SCAQMD CEQA Handbook or SCAQMD's Mitigation Measures and Control Efficiencies recommendations located at the following url: http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html. Such measures may reduce GHG exhaust emissions from the use of onsite equipment, worker commute trips, and truck trips carrying materials and equipment to and from the project site, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to the construction of each development phase, the project applicant(s) shall obtain the most current list of GHG-reduction measures that are recommended by the City and/or SCAQMD and stipulate that these measures be implemented during the appropriate construction phase. The project applicant(s) for any particular development phase may submit to the City a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG-reduction measures, shall be approved by the City.

The City's recommended measures for reducing construction-related GHG emissions at the time of writing the Downtown Plan PEIR are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:

- Improve fuel efficiency from construction equipment:
  - reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort),
  - perform equipment maintenance (inspections, detect failures early, corrections),
  - train equipment operators in proper use of equipment,
  - use the proper size of equipment for the job, and
  - use equipment with new technologies (repowered engines, electric drive trains).
- Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.
- Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment (emissions of NO_X from the use of low carbon fuel must be reviewed and increases mitigated). Additional information about low-carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2010a).
- Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.
- Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.
- Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75 percent by weight).
- Use locally sourced or recycled materials for construction materials (goal of at least 20 percent based on costs for building materials, and based on volume for roadway, parking lot, sidewalk, and curb materials).

- Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.
- Produce concrete onsite if determined to be less emissive than transporting ready mix.
- Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle GHG Measure (ARB 2010b) and EPA (EPA 2010).
- Develop a plan to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source.

The proposed project involves construction of a five-level, approximately 297-stall City parking garage, not open to the public. Project construction would involve generation of GHG emissions. The Downtown Plan PEIR determined that GHG construction impacts would be significant and unavoidable, but through incorporation of mitigation measures anticipated projects would fall within the scope of the Downtown Plan's PEIR analysis. With these mitigation measures incorporated, construction of the Project would not substantially increase the severity of GHG construction impacts beyond that identified in the Downtown Plan PEIR and no new impacts beyond those identified in the Downtown Plan PEIR would occur, further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Operational Impacts

The Downtown Plan PEIR found that implementation of the Downtown Plan over the long term would contribute considerably to cumulative GHG emissions. Implementation of Mitigation Measures GHG-2(a) and GHG-2(b) would require project-specific mitigation measures that are appropriate and feasible during each phase or increment of downtown development, and would respond to changes in the regulatory environment and to new GHG reduction technologies that would continue to be innovated over time. However, it is unknown at the time of the PEIR preparation whether the selected project-specific measures in combination with GHG reductions realized from the regulatory environment would result in the attainable of the applicable GHG reduction goal. The incremental contribution of GHG emissions from Downtown Plan operations would be cumulatively considerable and therefore significant and unavoidable.

Mitigation Measure GHG-2(a) - Implement Mitigation Measure AQ-3. Implementation of the mitigation measures described in Section 4.2, which would reduce operational emissions of criteria air pollutants and precursors, would also act to reduce GHG emissions associated with implementation of the Project. The operational mitigation measures for exhaust emissions are relevant to the global climate change impact because both criteria air pollutant and GHG emissions are frequently associated with combustion byproducts.

Mitigation Measure GHG-2(b) - Implement Additional Measures to Reduce Operational GHG Emissions. For each increment of new development within the Project area requiring a discretionary approval (e.g., tentative subdivision map, conditional use permit, improvement plan), measures that reduce GHG emissions to the extent feasible and to the extent appropriate with respect to the state's progress at the time toward meeting GHG

emissions reductions required by the California Global Warming Solutions Act of 2006 (AB 32) shall be imposed, as follows:

- The project applicant shall incorporate feasible GHG reduction measures that, in combination with existing and future regulatory measures developed under AB 32, will reduce GHG emissions associated with the operation of future project development phases and supporting roadway and infrastructure improvements by an amount sufficient to achieve the goal of 6.6 CO_2e/SP/year, if it is feasible to do so. The feasibility of potential GHG reduction measures shall be evaluated by the City at the time each phase of development is proposed to allow for ongoing innovations in GHG reduction technologies and incentives created in the regulatory environment.
- For each increment of new development, the project applicant shall obtain a list of potentially feasible GHG reduction measures to be considered in the development design from the City. The City's list of potentially feasible GHG reduction measures shall reflect the current state of the regulatory environment, which will continuously evolve under the mandate of AB 32. The project applicant(s) shall then submit to the City a mitigation report that contains an analysis demonstrating which GHG reduction measures are feasible for the associated reduction in GHG emissions, and the resulting CO_2e/SP/year metric. The report shall also demonstrate why measures not selected are considered infeasible. The mitigation report must be reviewed and approved by the City for the project applicant(s) to receive the City's discretionary approval for the applicable increment of development. In determining what measures should appropriately be imposed by a local government under the circumstances, the following factors shall be considered:
  - The extent to which rates of GHG emissions generated by motor vehicles traveling to, from, and within the Project site are projected to decrease over time as a result of regulations, policies, and/or plans that have already been adopted or may be adopted in the future by ARB or other public agency pursuant to AB 32, or by EPA;
  - The extent to which mobile-source GHG emissions, which at the time of writing this PEIR comprise a substantial portion of the state's GHG inventory, can also be reduced through design measures that result in trip reductions and reductions in trip length;
  - The extent to which GHG emissions emitted by the mix of power generation operated by SCE, the electrical utility that will serve the Project site, are projected to decrease pursuant to the Renewables Portfolio Standard required by SB 1078 and SB 107, as well as any future regulations, policies, and/or plans adopted by the federal and state governments that reduce GHG emissions from power generation;
  - The extent to which replacement of CCR Title 24 with the California Green Building Standards Code or other similar requirements will result in new buildings being more energy efficient and consequently more GHG efficient;
  - The extent to which any stationary sources of GHG emissions that would be operated on a proposed land use (e.g., industrial) are already subject to regulations, policies, and/or plans that reduce GHG emissions, particularly any future regulations that will be developed as part of ARB's implementation of AB 32, or other pertinent regulations on stationary sources that have the indirect effect of reducing GHG emissions;

- The extent to which the feasibility of existing GHG reduction technologies may change in the future, and to which innovation in GHG reduction technologies will continue, effecting cost-benefit analyses that determine economic feasibility; and
- Whether the total costs of proposed mitigation for GHG emissions, together with other mitigation measures required for the proposed development, are so great that a reasonably prudent property owner would not proceed with the project in the face of such costs.

- In considering how much, and what kind of, mitigation is necessary in light of these factors, the following list of options shall be considered, though the list is not intended to be exhaustive, as GHG-emission reduction strategies and their respective feasibility are likely to evolve over time. These measures are derived from multiple sources including the Mitigation Measure Summary in Appendix B of the California Air Pollution Control Officer's Association (CAPCOA) white paper, *CEQA & Climate Change* (CAPCOA 2008); CAPCOA's *Model Policies for Greenhouse Gases in General Plans* (CAPCOA 2009); and the California Attorney General's Office publication, The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level (California Attorney General's Office 2010).

  Energy Efficiency

  - Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines).
  - Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of Title 24 [as of 2007] by 20 percent).
  - Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use.
  - Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings.
  - Install light-colored "cool" pavements, and strategically located shade trees along all bicycle and pedestrian routes.

  Water Conservation and Efficiency

  - With the exception of ornamental shade trees, use water-efficient landscapes with native, drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependent spaces.
  - Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars.
  - Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.
  - Design buildings and lots to be water efficient. Only install water-efficient fixtures and appliances.
  - Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community.

- Provide education about water conservation and available programs and incentives.
- To reduce storm water runoff, which typically bogs down wastewater treatment systems and increases their energy consumption, construct driveways to single-family detached residences and parking lots and driveways of multi-family residential uses, with pervious surfaces. Possible designs include Hollywood drives (two concrete strips with vegetation or aggregate in between) and/or the use of porous concrete, porous asphalt, turf blocks, or pervious pavers.

Solid Waste Measures

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide interior and exterior storage areas for recyclables and green waste at all buildings.
- Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development.
- Provide education and publicity about reducing waste and available recycling services.

Transportation and Motor Vehicles

- Promote ride-sharing programs and employment centers (e.g., by designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading zones and waiting areas for ride-share vehicles, and providing a website or message board for coordinating ride-sharing).
- Provide the necessary facilities and infrastructure in all land use types to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).
- ~~At industrial and commercial land uses, all forklifts, "yard trucks," or vehicles that are predominately used onsite at non-residential land uses shall be electric-powered or powered by biofuels (such as biodiesel [B100]) that are produced from waste products, or shall use other technologies that do not rely on direct fossil fuel consumption.~~

The proposed project involves construction of a five-level, approximately 297-stall City parking garage, not open to the public. Project operations would involve vehicular trips; however, the project will not generate any new vehicular trips, and consists entirely of parking for existing vehicle trips. The Downtown Plan PEIR determined that GHG operational impacts would be significant and unavoidable, but through incorporation of mitigation measures anticipated projects would fall within the scope of the Downtown Plan's PEIR analysis.

The structure will be designed to produce 20-percent increased efficiency over current Title 24 standards. Mechanical and lighting systems will be designed to produce a low energy load for the building.

Strategies to reduce GHG emissions include site location, which is serviced by the Metro "A" Line along Long Beach Boulevard, and bus lines on Broadway, as well as the Broadway/3rd Street bikeways. EV parking stalls will be provided in the garage as well.

New street trees will be installed on Chestnut Ave. adjacent to the project site, as well as a small area of new on-site landscaping if feasible. Drought resistant plants will be used in this small landscaping area, as well as drip irrigation and an automatic weather-based controller system(s) with rain gauge shutoff.

With these mitigation measures incorporated, operation of the Project would not substantially increase the severity of GHG operation impacts beyond that identified in the Downtown Plan PEIR and no new impacts beyond those identified in the Downtown Plan PEIR would occur. Further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The Downtown Plan PEIR acknowledged that the Downtown Plan project area would be in development for multiple decades and during its lifetime would be subject to as-yet-undeveloped thresholds. There is a lag time between enactment of legislative fixes and the regulations that will implement these fixes. As a consequence, local government agencies are left to struggle with trying to discern the extent to which their decisions can and will influence GHG emissions versus what to-be-developed regulations will achieve. For this reason, the PEIR determined that the potential for the Downtown Plan to conflict with applicable plans, policies or regulations would be significant and unavoidable.

The proposed project involves construction of a five-level, approximately 297-stall City parking garage, not open to the public. Project operations would involve vehicular trips; however, the project will not generate any new vehicular trips, and consists entirely of parking for existing vehicle trips. Since this project would be implemented in conformity with the Downtown Plan but would not increase the severity of previously identified potential conflicts with existing and yet-to-be-determined GHG plans, policies and regulations, nor introduce new impacts related to such potential future but unknown legislation, further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Hazards and Hazardous Materials

	Downtown Plan PEIR Determination	Potentially Significant Impact Not Identified in Downtown Plan PEIR	No Impact/ No Change to Downtown Plan PEIR
Impact Area: **Hazards and Hazardous Materials**			
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 with Mitigation	□	■
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less Than Significant with Mitigation	□	■
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 with Mitigation	□	■
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 with Mitigation	□	■

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The Downtown Plan PEIR found that some types of commercial and residential land uses envisioned for the project area would not typically contain businesses involved in the transport, use, or disposal of substantial quantities of hazardous materials. However, some projects may

consist of construction activities would involve full or partial demolition of existing structures, which, due to their age, may contain asbestos and lead-based paints and materials. Compliance with existing rules and regulations, including South Coast Air Quality Management District Rule 1403 (Asbestos Demolition and Renovation Activities), California Occupational Safety and Health Administration regulations regarding lead-based materials, and California Code of Regulations Section 1532.1 requiring testing, monitoring, containment, and disposal of lead-based materials, should avoid significant hazardous materials impacts. Mitigation Measures Haz-1(a), Haz-1(b), and Haz-1(c) were included to apply to project-level development review:

> **Haz-1(a) -** Prior to issuance of a demolition or renovation permit, a lead-based paint and asbestos survey shall be performed by a licensed sampling company. The lead-based paint survey shall be prepared for any structures predating 1982; an asbestos survey shall be performed for asbestos containing insulation for any structure pre-dating 1986; and an asbestos survey shall be performed for asbestos-containing drywall for all structures for which drywall is to be removed. All testing procedures shall follow California and federal protocol. The lead-based paint and asbestos survey report shall quantify the areas of lead-based paint and asbestos containing materials pursuant to California and federal standards.
>
> **Haz-1(b) -** Prior to any demolition or renovation, onsite structures that contain asbestos must have the asbestos-containing material removed according to proper abatement procedures recommended by the asbestos consultant. All abatement activities shall be in compliance with California and federal OSHA and SCAQMD requirements. Only asbestos trained and certified abatement personnel shall be allowed to perform asbestos abatement. All asbestos-containing material removed from onsite structures shall be hauled to a licensed receiving facility and disposed of under proper manifest by a transportation company certified to handle asbestos. Following completion of the asbestos abatement, the asbestos consultant shall provide a report documenting the abatement procedures used, the volume of asbestos-containing material removed, where the material was moved to, and transportation and disposal manifests or dump tickets. The abatement report shall be prepared for the property owner or other responsible party and a copy shall be submitted to the City of Long Beach prior to issuance of a demolition or construction permit.
>
> **Haz-1(c) -** Prior to the issuance of a permit for the renovation or demolition of any structure, a licensed lead-based paint consultant shall be contracted to evaluate the structure for lead-based paint. If lead based paint is discovered, it shall be removed according to proper abatement procedures recommended by the consultant. All abatement activities shall be in compliance with California and federal OSHA and SCAQMD requirements. Only lead-based paint trained and certified abatement personnel shall be allowed to perform abatement activities. All lead-based paint removed from these structures shall be hauled and disposed of by a transportation company licensed to transport this type of material. In addition, the material shall be taken to a landfill or receiving facility licensed to accept the waste. Following completion of the lead based paint abatement, the lead based paint consultant shall provide a report documenting the abatement procedures used, the volume of lead based paint removed, where the material was moved to, and transportation and disposal manifests or dump tickets. The abatement report shall be prepared for the property owner or other responsible party, with a copy submitted to the City of Long Beach prior to issuance of a demolition or construction permit.

The project site consists of an asphalt surface parking lot. The site will be excavated to a depth of approximately 30 feet to allow the demolition of an abandoned police tunnel beneath the project

site that formerly connected the adjacent Police Headquarters building and jail with the now-demolished Los Angeles Superior Court building formerly located at 415 W. Ocean Blvd. Issuance of a demolition permit shall require compliance with existing rules and regulations, including proper evaluation and abatement for lead-based paint and asbestos. Compliance with these mitigation measures would reduce potential impacts from demolition, renovation, or excavation near schools. Further study of this issue is therefore not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

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?

The PD-30 plan area encompasses the original townsite of Long Beach, and has been developed since the early late 1800s and early 1900s The Downtown PEIR determined that many properties may have contaminants present in the soils. Disturbance of these surface or-near surface contaminants my result in exposures to health hazards. Mitigation Measures Haz-3(a), Haz-3(b), Haz-3(c), and Haz-3(d) were included to apply to project-level development review:

> **Mitigation Measure Haz-3(a) -** All excavation and demolition projects conducted within the Project area shall be required to prepare a contingency plan to identify appropriate measures to be followed if contaminants are found or suspected or if structural features that could be associated with contaminants or hazardous materials are suspected or discovered. The contingency plan shall identify personnel to be notified, emergency contacts, and a sampling protocol to be implemented. The excavation and demolition contractors shall be made aware of the possibility of encountering unknown hazardous materials and shall be provided with appropriate contact and notification information. The contingency plan shall include a provision stating under what circumstances it would be safe to continue with the excavation or demolition, and shall identify the person authorized to make that determination.
>
> **Mitigation Measure Haz-3(b) -** If contaminants are detected, the results of the soil sampling shall be forwarded to the appropriate local regulatory agency (Long Beach/Signal Hill Certified Unified Program Agency [CUPA], LARWQCB, or the state DTSC). Prior to any other ground disturbing activities at the site, the regulatory agency shall have reviewed the data and signed off on the property or such additional investigation or remedial activities that are deemed necessary have been completed and regulatory agency approval has been received.
>
> Groundwater is subject to pre-treatment during de-watering activities to meet National Pollutant Discharge Elimination System (NPDES) Construction Dewatering permit limits. The construction activities shall conform to the NPDES requirements. The RWQCB requires the water to be tested for possible pollutants. The developer shall collect groundwater samples from existing site wells to determine pre-treatment system requirements for extracted groundwater. A water treatment system shall be designed and installed for treatment of

extracted groundwater removed during dewatering activities so that such water complies with the applicable RWQCB and NPDES permit standards before disposal.

Mitigation Measure Haz-3(c) - If concentrations of contaminants warrant site remediation, contaminated materials shall be remediated either prior to construction of structures or concurrent with construction. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation. The remediation program shall also be approved by a regulatory oversight agency (Long Beach/Signal Hill CUPA, LARWQCB, or the state DTSC). All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation, the environmental consultant shall prepare a report summarizing the project, the remediation approach implemented, the analytical results after completion of the remediation, and all waste disposal or treatment manifests.

Mitigation Measure Haz-3(d) - If during the soil sampling, groundwater contamination is suspected or soil contamination is detected at depths at which groundwater could be encountered during demolition or construction, a groundwater sampling assessment shall be performed. If contaminants are detected in groundwater at levels that exceed maximum contaminant levels for those constituents in drinking water, or if the contaminants exceed health risk standards such as Preliminary Remediation Goals, 1 in 1 million cancer risk, or a health risk index above 1, the results of the groundwater sampling shall be forwarded to the appropriate regulatory agency (Long Beach/Signal Hill CUPA, LARWQCB, or the State DTSC). Prior to any other ground-disturbing

The project site currently is an asphalt surface parking lot. If hazardous materials or contaminants are discovered during soil sampling, and/or prior to or during excavation, the contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation. Furthermore, the results of the soil sampling shall be forwarded to the appropriate local regulatory agency (Long Beach/Signal Hill Certified Unified Program Agency [CUPA], LARWQCB, or the state DTSC). Further study of this issue is not warranted with the proposed mitigation.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Hydrology and Water Quality

	Downtown Plan PEIR Determination	Potentially Significant Impact Not Identified in Downtown Plan PEIR	No Impact/ No Change to Downtown Plan PEIR
Impact Area: Hydrology and Water Quality			
Would the Project:			
a) Violate any water quality standards or waste discharge requirements?	Less Than Significant with Mitigation	□	■
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planner uses for which permits have been granted)?	Less Than Significant with Mitigation	□	■
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Less Than Significant with Mitigation	□	■
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course if a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Less Than Significant with Mitigation	□	■
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less Than Significant with Mitigation	□	■
f) Otherwise substantially degrade water quality?	Less Than Significant with Mitigation	□	■

a) Would the project violate any water quality standards or waste discharge requirements?

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planner uses for which permits have been granted)?

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course if a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

f) Otherwise substantially degrade water quality?

The Downtown Plan PEIR found that future development within the Downtown Plan project area could substantially deplete groundwater supplies via an increase in water demand due to the intensification of downtown development. Additionally, the Downtown Plan PEIR found that construction activities associated with future development of residential, hotel, office and other uses could result in discharges of urban pollutants into the City drainage system. This would include runoff from grading and excavation, fuel, lubricants, and solvents from construction vehicles and machinery; and trash and other debris. While this could result in a significant adverse impact, Mitigation Measure Hydro-1 would reduce potential water quality impacts from construction activities to a less than significant level.

> **Mitigation Measure Hydro-1 -** Prior to issuance of a grading permit, the City Department of Development Services shall determine the need for the developer to prepare a SWPPP for the site. If required, the SWPPP shall be submitted for review and approval by the Department of Development Services prior to the issuance of any grading or building permits. The SWPPP shall fully comply with City and LARWQCB requirements and shall contain specific BMPs to be implemented during project construction to reduce erosion and sedimentation to the maximum extent practicable. The following BMPs or equivalent measures to control pollutant runoff shall be included within the project's grading and construction plans, if applicable:
>
> <u>Pollutant Escape: Deterrence</u>
>
> - Cover all storage areas, including soil piles, fuel and chemical depots. Protect from rain and wind with plastic sheets and temporary roofs.
> - Implement tracking controls to reduce the tracking of sediment and debris from the construction site. At a minimum, entrances and exits shall be inspected daily and controls implemented as needed.
> - Implement street sweeping and vacuuming as needed and as required.

Pollutant Containment Areas

- Locate all construction-related equipment and related processes that contain or generate pollutants (i.e., fuel, lubricants, solvents, cement dust, and slurry) in isolated areas with proper protection from escape.
- Locate construction-related equipment and processes that contain or generate pollutants in secure areas, away from storm drains and gutters.
- Place construction-related equipment and processes that contain or generate pollutants in bermed and plastic-lined depressions to contain all materials within that site in the event of accidental release or spill.
- Park, fuel, and clean all vehicles and equipment in one designated, contained area.

Pollutant Detainment Methods

- Protect downstream drainages from escaping pollutants by capturing materials carried in runoff and preventing transport from the site. Examples of detainment methods that retard movement of water and separate sediment and other contaminants are silt fences, hay bales, sand bags, berms, and silt and debris basins.

Recycling/Disposal

- Develop a protocol for maintaining a clean site. This includes proper recycling of construction-related materials and equipment fluids (i.e., concrete dust, cutting slurry, motor oil, and lubricants).
- Provide disposal facilities. Develop a protocol for cleanup and disposal of small construction wastes (i.e., dry concrete).

Hazardous Materials Identification and Response

- Develop a protocol for identifying risk operations and materials. Include protocol for identifying source and distribution of spilled materials.
- Provide a protocol for proper clean-up of equipment and construction materials, and disposal of spilled substances and associated cleanup materials.
- Provide an emergency response plan that includes contingencies for assembling response teams and immediately notifying appropriate agencies.

The proposed project involves construction of a five-level, approximately 297-stall City parking garage, not open to the public. The project would not create any new conditions not anticipated in the Downtown Plan PEIR. Construction of this structure would not substantially increase the severity of impacts previously identified in the Downtown Plan PEIR or create any new impacts not identified in the Downtown Plan PEIR and further study of this issue is not warranted.

Future development in the Downtown Plan project area would generate various urban pollutants such as soil, herbicides, and pesticides that could adversely affect surface water and groundwater quality. While this could result in a significant adverse impact, Mitigation Measure Hydro-2 would reduce potential for urban pollutants into the City's stormwater collection system to a less than significant level.

Mitigation Measure Hydro-2 - Prior to issuance of a building permit, the Department of Development Services shall determine the need for the developer to prepare a SUSMP for the site. If required, the SUSMP shall be submitted for review and approval by the Department of Development Services prior to the issuance of any building permits. The City's review shall include a determination of whether installation of pollutant removal

technology in existing or proposed storm drains adjacent to the project site should be required. The City's review is required to confirm that the SUSMP is consistent with the City's NPDES Permit No. CAS 004003 or a subsequently issued NPDES permit applicable at the time of project construction. A SUSMP consistent with the City's NPDES permit shall be incorporated into the project design plans prior to issuance of any building permits.

The proposed parking structure would not create any new urban pollutant discharge conditions not anticipated in the Downtown Plan PEIR. This structure would not substantially increase the severity of discharge impacts previously identified in the Downtown Plan PEIR or create any new discharge impacts not identified in the Downtown Plan PEIR and further study of this issue is not warranted.

The increased land use intensity of future residential and commercial land uses allowed by the Downtown Plan could increase pervious surfaces and result in an increased volume of stormwater discharges into the existing storm drain infrastructure. While this could result in a significant adverse impact, Mitigation Measure Hydro-3 would reduce impacts from potentially increased volumes of stormwater discharges from new development to a less than significant level.

Mitigation Measure Hydro-3 - Prior to issuance of a building permit, the City Stormwater Management Division shall determine the need for the developer to conduct an analysis of the existing stormwater drainage system and to identify improvements needed to accommodate any projected increased runoff that would result from the proposed Project. The evaluation conducted by the developer shall include a determination of whether Low Impact Development (LID) practices and strategies should be incorporated into the project to reduce post-development peak stormwater runoff discharge rates to not exceed the estimated pre-development discharge rates.

The proposed project would not create any new stormwater discharge conditions not anticipated in the Downtown Plan PEIR. This structure would not substantially increase the severity of discharge impacts previously identified in the Downtown Plan PEIR or create any new discharge impacts not identified in the Downtown Plan PEIR and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Land Use/Planning

	Downtown Plan PEIR Determination	Potentially Significant Impact Not Identified in Downtown Plan PEIR	No Impact/ No Change to Downtown Plan PEIR
Impact Area: Land Use/Planning			
Would the Project:			
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Less Than Significant	□	■

a) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Development within the Downtown Plan area is subject to consistency with the Land Use Element of the Long Beach General Plan and the PD-30 ordinance. The proposed parking structure project is an accessory structure to existing government facilities, and is consistent with the goals and provisions of these documents, and would continue the diverse mix of highly urban land uses in the downtown area. Further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Mineral Resources

Based on the Initial Study for the Downtown Plan (Appendix A in the Downtown Plan PEIR), both significance thresholds for mineral resources were identified as having no impact. Therefore, no further study of these issues is warranted.

Noise

	Downtown Plan PEIR Determination	Potentially Significant Impact Not Identified in Downtown Plan PEIR	No Impact/ No Change to Downtown Plan PEIR
Impact Area: Noise			
Would the Project result in:			
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant with Mitigation	□	■
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Significant and Unavoidable	□	■
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Less Than Significant with Mitigation	□	■
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Less Than Significant with Mitigation	□	■

a) Would the project result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The Downtown Plan PEIR found that construction of new structures would result in increased ambient noise levels in the project area, primarily from additional traffic associated with residential and commercial growth. Operation of construction equipment associated with this growth would also create temporary noise level increases. Mitigation Measures Noise-1(a) and Noise-1(b) were included to apply to project-level development review:

> **Mitigation Measure Noise-1(a) -** The following measures shall be applied to proposed construction projects that are determined to have potential noise impacts from removal of existing pavement and structures, site grading and excavation, pile driving, building framing, and concrete pours and paving:
>
> - All internal combustion-engine-driven equipment shall be equipped with mufflers that are in good operating condition and appropriate for the equipment.
> - "Quiet" models of air compressors and other stationary construction equipment shall be employed where such technology exists.

- Stationary noise-generating equipment shall be located as far as reasonable from sensitive receptors when sensitive receptors adjoin or are within 150 feet of a construction site.
- Unnecessary idling of internal combustion engines (i.e., in excess of 5 minutes) shall be prohibited.
- Foundation pile holes shall be predrilled, as feasible based on geologic conditions, to minimize the number of impacts required to seat the pile.
- Construction-related traffic shall be routed along major roadways and away from noise-sensitive receptors.
- Construction activities, including the loading and unloading of materials and truck movements, shall be limited to the hours specified in the City Noise Ordinance (Section 8.80.202).
- Businesses, residences, and noise-sensitive land uses within 150 feet of construction sites shall be notified of the construction. The notification shall describe the activities anticipated, provide dates and hours, and provide contact information with a description of the complaint and response procedure.
- Each project implemented as part of the Plan shall designate a "construction liaison" that would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. A telephone number for the liaison shall be conspicuously posted at the construction site.
- If two or more noise complaints are registered, the liaison, or project representative, shall retain a City-approved noise consultant to conduct noise measurements at the locations that registered the complaints. The noise measurements shall be conducted for a minimum of 1 hour and shall include 1-minute intervals. The consultant shall prepare a letter report summarizing the measurements and potential measures to reduce noise levels to the maximum extent feasible. The letter report shall include all measurement and calculation data used in determining impacts and resolutions. The letter report shall be provided to code enforcement for determining the adequacy and if the recommendations are adequate.

Mitigation Measure Noise-1(b) The City will require the following measures, where applicable based on noise level of source, proximity of receptors, and presence of intervening structures, to be incorporated into contract specifications for construction projects within 300 feet of existing noise sensitive land uses (including, but not limited to residences, schools, hospitals/nursing homes, churches, and parks) implemented under the proposed Plan:

- Temporary noise barriers shall be constructed around construction sites adjacent to, or within 150 feet of, operational business, residences, or other noise-sensitive land uses. Temporary noise barriers shall be constructed of material with a minimum weight of 4 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales.
- If a project-specific noise analysis determines that the barriers described above would not be sufficient to avoid a significant construction noise impact, a temporary sound control blanket barrier, shall be erected along building façades facing

construction sites. This mitigation would only be necessary if conflicts occurred that were irresolvable by proper scheduling and other means of noise control were unavailable. The sound blankets are required to have a minimum breaking and tear strength of 120 pounds and 30 pounds, respectively. The sound blankets shall have a minimum sound transmission classification of 27 and noise reduction coefficient of 0.70. The sound blankets shall be of sufficient length to extend from the top of the building and drape on the ground or be sealed at the ground. The sound blankets shall have a minimum overlap of 2 inches.

The identified construction noise measures will be overseen by the City of Long Beach Building Bureau. Identification and implementation of appropriate mitigation measures and contingencies shall be to the satisfaction of the satisfaction of the Superintendent of Building & Safety. Further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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b) Would the project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

The Downtown Plan PEIR found that construction of mid-rise structures would include construction activities that would include vibration sources, including pile driving. Operation of construction equipment associated with the construction of this project would create temporary vibration increases. Mitigation Measure Noise-2 was included to apply to project-level development review:

Mitigation Measure Noise-2 – The City shall review all construction projects for potential vibration-generating activities from demolition, excavation, pile– driving, and construction within 100 feet of existing structures and shall require site-specific vibration studies to be conducted to determine the area of impact and to identify appropriate mitigation measures. The studies shall, at a minimum, include the following:

- Identification of the project's vibration compaction activities, pile driving, and other vibration-generating activities that have the potential to generate ground-borne vibration; and the sensitivity of nearby structures to ground-borne vibration. This task should be conducted by a qualified structural engineer.
- A vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted; establish a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies shall be identified for actions to be taken when vibration levels approached the defined vibration limits.
- Maintain a monitoring log of vibrations during initial demolition activities and during pile driving activities. Monitoring results may indicate the need for a more or less intensive measurement schedule.
- Vibration levels limits for suspension of construction activities and implementation of contingencies to either lower vibration levels or secure the affected structures.
- Post-construction survey on structures where either monitoring has indicated high vibration levels or complaints of damage have been made. Make appropriate

repairs or compensation where damage has occurred as a result of construction activities.

The identified vibration studies will be overseen by the City of Long Beach Building Bureau. Identification and implementation of appropriate mitigation measures and contingencies shall be to the satisfaction of the satisfaction of the Superintendent of Building & Safety. Further study of this issue is not warranted.

The Downtown Plan EIR determined that the plan area could include land uses that would create vibration sources. These sources would be required to comply with the City's Municipal Code. Ground-borne vibration generated by heavy trucks used for delivery and distribution to commercial sites are not anticipated to be highly perceptible at distances greater than 25 feet. The Downtown Plan PEIR determined that is its not anticipated that these normal operations would result in ground-borne vibration levels that approach or exceed the Mucoidal Code vibration level limits. No operation mitigation was identified as impacts were determined to be less than significant.

The proposed parking structure project would not create any new operational vibration or ground-borne noise conditions not anticipated in the Downtown Plan PEIR. This mid-rise structure would not substantially increase the severity of operational vibration impacts previously identified in the Downtown Plan PEIR or create any new vibration impacts not identified in the Downtown Plan PEIR and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The Downtown Plan PEIR found that construction of new structures would result in increased ambient noise levels in the project area, primarily from additional traffic associated with residential and commercial growth. In addition, the co-location of residential uses and commercial uses could allow sensitive land uses win areas where noise levels could exceed acceptable standards. Mitigation Measures Noise-5 and Noise-6 were included to apply to project-level development review:

> **Mitigation Measure Noise-5** – In areas where new residential development would be exposed than L_{dn} of greater than 65dBA, the City will require site-specific noise studies prior to issuance of building permits to determine the area of impact and to present appropriate mitigation measures, which may include, but are not limited to the following:
>
> - Utilize site planning to minimize noise in shared residential outdoor activity areas by locating the areas behind the buildings or in courtyards, or orienting the terraces to alleyways rather than streets, whenever possible.
> - Provide mechanical ventilation in all residential units proposed along roadways or in areas where noise levels could exceed 65 dBA $_{Ldn}$ so that windows can remain

closed at the choice of the occupants to maintain interior noise levels below 45 dBA L_{dn}.

- Install sound-rated windows and construction methods to provide the requisite noise control for residential units proposed along roadways or in areas where noise levels could exceed 70 dBA L_{dn}.

Mitigation Measure Noise-6 - In areas where new residential development would be located adjacent to commercial uses, the City will require site-specific noise studies prior to issuance of building permits to determine the area of impact and to present appropriate mitigation measures, which may include, but are not limited to the following:

- Require the placement of loading and unloading areas so that commercial buildings shield nearby residential land uses from noise generated by loading dock and delivery activities. If necessary, additional sound barriers shall be constructed on the commercial sites to protect nearby noise sensitive uses.
- Require the placement of all commercial HVAC machinery to be placed within mechanical equipment rooms wherever possible.
- Require the provision of localized noise barriers or rooftop parapets around HVAC, cooling towers, and mechanical equipment so that line-of-sight to the noise source from the property line of the noise sensitive receptors is blocked.

Prior to the issuance of building permits Planning staff will require a noise study to determine appropriate noise mitigation, as conditioned. The proposed project will consist of an accessory parking structure for the City's Police Department and general City vehicle and employee parking. Therefore, no further study of this issue is required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Population and Housing

	Downtown Plan PEIR Determination	Potentially Significant Impact Not Identified in Downtown Plan PEIR	No Impact/ No Change to Downtown Plan PEIR
Impact Area: Population and Housing			
Would the Project:			
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Significant and Unavoidable	□	■
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Significant and Unavoidable	□	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Significant and Unavoidable	□	■

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The Downtown Plan PEIR found that adoption and implementation of the Downtown Plan and implementing ordinances would result in a significant adverse impact related to Population and Housing if the goals, policies, objectives, or regulations established by the proposed documents, or if anticipated subsequent development in accordance with those documents, would cause any of the following impacts:

Impact Pop-1 The proposed Downtown Plan is intended to accommodate substantial population growth in the Downtown project area. Although the area is presently zoned to permit densities of up to and exceeding 138 dwelling units per acre under the existing PD-30 zone, the impact of this growth would be significant and unavoidable.

The Downtown Plan PEIR determined that the Downtown Plan project objectives include increasing the residential population and promoting job growth in the downtown project area.

Based on the City average of 2.90 persons per household (California Department of Finance, 2009), the proposed 5,000 dwelling units would generate a net increase of approximately 13,500 new residents. As stated in Section 2.6.1 of this PEIR, the purpose of the Downtown Plan is to replace the existing planned development zoning for the downtown project area; provide more up-to-date guidance to respond to Downtown's current development context and trends; and to provide direction regarding the type, character, and standard of quality desired for development in the downtown project area. The Downtown Plan would continue the downtown project area's diverse mix of highly urban land uses and would facilitate population and employment growth that has been anticipated by the existing Long Beach General Plan and by the regional population projections developed by SCAG (Southern California Association of Governments).

Impact Pop-2 Implementation of the Downtown Plan would occur over a period of 25 years or longer and would result in the displacement of existing housing and people, primarily housed in medium density multi-family dwelling units. New development would occur a higher densities and with more modern housing, frequently as part of a mixed-use development. While many residents would relocate into different dwelling units either within or outside of the Downtown Plan area, they would be displaced from their existing dwelling units and may be unable to obtain similar housing with respect to quality, price, and/or location. Therefore, the Downtown Plan would have a significant adverse impact on the housing supply and may require construction of replacement housing elsewhere.

The Downtown Plan could result in removal of existing housing in older apartment buildings not suitable for rehabilitation. While implementation of the Downtown Plan could add approximately 5,000 new residential units over the existing conditions, the City experienced a 7.5 percent increase in population during the 1990s, a 2.6 percent increase in households, and less than a one percent increase in the housing stock. This imbalance in population and housing growth has resulted in fewer vacancies, upward pressure on housing prices, more people crowded into too few housing units, and reduced opportunity for residents displaced during implementation of the Downtown Plan to find equivalent housing in the local area. There is no assurance that short-term or long-term displacement of residents would not occur. Therefore, the Downtown Plan would contribute to existing housing deficiencies in the local area, which may cause a need to construct replacement housing elsewhere for the displaced households.

While the benefits from buildout of the Downtown Plan are acknowledged and the resulting population is expected to be consistent with SCAG population projections, the Downtown Plan is intended to accommodate substantial population growth in the Downtown Plan project area. The associated displacement of existing housing and people during implementation of the Downtown Plan would contribute to a cumulative impact on housing opportunities in the Downtown Plan project area and on the adjacent communities as displaced residents search for new housing for the area's increased population. Therefore, the Downtown Plan cumulative impact to population and housing would be significant and adverse.

The proposed City parking structure will not affect downtown area population and housing growth (proposed 5,000 new dwelling units that would generate a net increase of approximately 13,500 new residents), and will not substantially increase the severity of previously identified Downtown Plan impacts or create new significant impacts and therefore further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Public Services

	Downtown Plan PEIR Determination	Potentially Significant Impact Not Identified in Downtown Plan PEIR	No Impact/ No Change to Downtown Plan PEIR
Impact Area: Public Services			
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:			
a) Fire protection?	Less Than Significant	□	■
b) Police protection?	Less Than Significant	□	■
c) Schools?	Less Than Significant	□	■
d) Parks?	Significant and Unavoidable	□	■
e) Libraries?	Less Than Significant	□	■

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 fire protection?*

The Downtown Plan PEIR found that although the projected plan buildout would incrementally increase demands on the Long Beach Fire Department, those increased demands would not require the construction of new fire protection facilities. The proposed City parking structure will not substantially increase the severity of demands for fire protection previously identified in the Downtown Plan PEIR and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

b) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

The Downtown Plan PEIR found that although the proposed plan buildout would incrementally increase demands on the Long Beach Police Department, those increased demands would not require the construction of new police protection facilities. The proposed project is an accessory parking structure for existing Police and City vehicles, as well as employee parking. No new demands for parking or vehicle trips will be generated. The proposed parking structure will not substantially increase the severity of demands for police protection previously identified in the Downtown Plan PEIR and further study of this issue is not warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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c) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

The proposed project is an accessory parking structure for existing Police and City facilities, and will store existing City vehicles as well as provide employee parking. The project will not result in demand for new or physically altered government facilities for schools, as it will serve existing City government facilities with no increase in operations or vehicle trips resulting from the project. The construction of new parking structures was contemplated in the Downtown Plan PEIR and no further study of this issue is required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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d) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

The proposed project is an accessory parking structure for existing Police and City facilities, and will store existing City vehicles as well as provide employee parking. The project will not result in demand for new or physically altered government facilities for parks, as it will serve existing City facilities with no increase in operations or vehicle trips resulting from the project. The construction of new parking structures was contemplated in the Downtown Plan PEIR and no further study of this issue is required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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e) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for libraries?

The proposed project is an accessory parking structure for existing Police and City facilities, and will store existing City vehicles as well as provide employee parking. The project will not result in demand for new or physically altered government facilities for libraries, as it will serve existing City facilities with no increase in operations or vehicle trips resulting from the project. The construction of new parking structures was contemplated in the Downtown Plan PEIR and no further study of this issue is required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Transportation/Traffic

	Downtown Plan PEIR Determination	Potentially Significant Impact Not Identified in Downtown Plan PEIR	No Impact/ No Change to Downtown Plan PEIR
Impact Area: Transportation/Traffic			
Would the Project:			
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	Significant and Unavoidable	□	■
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	Significant and Unavoidable	□	■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact	□	■
e) Result in inadequate emergency access?	Less Than Significant	□	■
f) Result in inadequate parking capacity?	Less Than Significant	□	■

a) Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?

b) Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

The Downtown Plan PEIR found that future development would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system and would result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections. Mitigation Measures Traf-1(a), Traf-1(b), Traf-1(c), and Traf-1(d) were adopted to improve operations to level of service D or better at seven of 16 intersections deemed to be significantly impacted by future traffic.

Mitigation Measure Traf-1(a) - As the system's capacity is reached, it will become important to manage the street system in a more efficient and coordinated manner. Improvements to the Project area transportation system are proposed as part of the overall Downtown development, including improvements that have been required of other area projects previously approved by the City. Therefore, the mitigation focuses on improvements that would not require significant additional rights-of-way and are achievable within the life of the Plan. There are five proposed mitigation measures for the Downtown Plan, as follows:

1. Implement traffic control system improvements in Downtown on selected arterials.
2. Improve the Alamitos Avenue corridor via removal of selected parking spaces and the implementation of additional travel lanes plus bike lanes in each direction.
3. Reconfigure the 6th Street and 7th Street intersections with Martin Luther King Avenue and Alamitos Avenue for safety and traffic flow enhancements.
4. Enhance freeway access to I-710 to and from Downtown Long Beach.
5. Implement transit facilities and programs to encourage public transit usage and Transportation Demand Management Policies.

Mitigation Measure Traf-1(b) - A series of traffic signal system improvements are recommended in Downtown to accommodate the anticipated growth in travel. The following traffic signal system improvements are recommended as part of this mitigation measure:

1. Implement Adaptive Traffic Signal Control System (ATCS) improvements throughout Downtown consistent with currently planned improvements on Ocean Boulevard and Atlantic Avenue. Streets that are proposed to be included in the ATCS as a mitigation measure for the Downtown Long Beach Strategic Plan include the following:
    - Alamitos Avenue north of Ocean Boulevard
    - Pine Avenue north of Ocean Boulevard
    - Pacific Avenue north of Ocean Boulevard
    - 7th Street from I-710 to Alamitos Avenue
    - 6th Street from I-710 to Alamitos Avenue
    - Broadway from I-710 to Alamitos Avenue
    - Ocean Boulevard from Shoreline to Alamitos Avenue (to join the proposed system starting at Alamitos Avenue)
    - Others as needed, to be determined by the City Traffic Engineer and Public Works Director
2. Implement pan/tilt/zoom Closed Circuit Television Camera (CCTV) surveillance and communications with power and control capability to the Department of Public Works to monitor real-time traffic operations from rooftops of selected new buildings as needed and to be determined based on the location of appropriate new high-rise structures along the Alamitos Avenue, Shoreline Drive, and Ocean Boulevard corridors.

3. Implement transit signal priority for Long Beach Boulevard and upgrade traffic signal system equipment and operations along the Blue Line light rail route.
4. Upgrade and improve traffic signal equipment throughout Downtown for safety and operational enhancements.

Mitigation Measure Traf-1(c) - As part of this mitigation measure, a number of intersections would receive major or minor signal modifications, depending on their current status. In addition to the enhancements listed, other potential improvements that can be included are:

- Bicycle improvements (detection, signalization, etc.)
- In-pavement LED crosswalk lights
- Automatic pedestrian detection (i.e., infrared, microwave, or video detection)
- Illuminated push buttons
- Countdown pedestrian signals
- Adaptive pedestrian clearance (increasing the flashing DON'T WALK time based on location of pedestrians in the crosswalk)
- Enhanced signal equipment including mast arms, poles, signal heads, and other necessary enhancements for safety and operations
- Communications enhancements as needed to tie the system together with the Traffic Control Center in City Hall

Mitigation Measure Traf-1(d) - Traffic Calming and Pedestrian Amenities. Appropriate traffic calming and pedestrian amenities shall be provided in conjunction with development projects. Potential improvements include corner curb extensions, enhanced paving of crosswalks, and pedestrian-activated signals at mid-block crossings to make it easier for pedestrians to cross the street and to make them more visible to motorists. Other potential improvements include wider sidewalks in locations where the existing sidewalks are less than 10 feet wide, pedestrian-scale street lights, and street furniture (City of Long Beach 2005).

Mitigation Measure Traf-1(e) - Currently, due to on-street parking, there is only one lane of travel on Alamitos Avenue in the southbound direction between 3rd Street and Broadway. Parking spaces on the west side of Alamitos Avenue will be removed, the street will be restriped and reconstructed, a bike lane will be added in each direction of travel, and the street will provide for two travel lanes in each direction plus exclusive left turn lanes from 7th Street to Ocean Boulevard. Traffic signal enhancements to implement the Alamitos Avenue improvements shall also be implemented as needed.

The proposed parking structure is an accessory to the Police Headquarters building and the Civic Center, and will not cause an increase in vehicle trips or traffic impacts, as all vehicle trips already take place and the existing land uses will not be intensified. No further study of the issue is warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed parking structure project does not propose to alter existing street patterns or create new pedestrian and bicycle pathways and street crossing locations. No further study of the issue is warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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e) *Would the project result in inadequate emergency access?*

The proposed parking structure project does not propose alteration to the roadways system and, therefore, emergency access would continue as it does under existing conditions. There would be no additional impacts to routes of travel for emergency vehicles. No further study of the issue is warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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f) *Would the project result in inadequate parking capacity?*

The proposed five-level, 297-stall parking structure project will contain on-site vehicle, bicycle, and electric vehicle (EV) parking required in the Downtown Plan. The project will be an accessory parking structure for the existing Civic Center and Police Headquarters building, and will not increase any land use intensity that would require additional parking. Therefore, the Project would provide adequate parking capacity, and no further study of this issue is warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Tribal/Cultural Resources

	Downtown Plan PEIR Determination	Potentially Significant Impact Not Identified in Downtown Plan PEIR	No Impact/ No Change to Downtown Plan PEIR
Impact Area: Tribal/Cultural Resources			
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, that is:			
a) Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historic resources as defined in Public Resources Code Section 5020.1(k)?	Less Than Significant with Mitigation	□	■
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	□	■

a) Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historic resources as defined in Public Resources Code Section 5020.1(k)?

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.

While the Downtown Plan PEIR did not include a separate Section specifically devoted to Tribal Cultural Resources, this issue is included in the PEIR Cultural Resources Section. The Downtown Plan project area has been known to contain prehistoric resources from Native American

occupation of semi-permanent villages near the mouth of the Los Angeles River. Individual development projects may encounter these resources during demolition and excavation activities. Due to the lack of natural ground surfaces in the Downtown Plan project area, no surveys can be conducted prior to onset of demolition or other ground-disturbing activities. While the potential exists for such activities to encounter and damage archaeological resources, including Tribal Cultural Resources, Mitigation Measures CR-2(a), CR-2(b) and CR-2(c) would reduce potential impacts to a less than significant level.

Mitigation Measure CR-2(a) - A qualified project archaeologist or archaeological monitor approved by the City in advance of any ground-disturbing activities shall be present during excavation into native sediments and shall have the authority to halt excavation for inspection and protection of cultural resources. The archaeological monitor shall be empowered to halt or redirect ground-disturbing activities to allow the find to be evaluated. If the archaeological monitor determines the find to be significant, the project applicant and the City shall be notified and an appropriate treatment plan for the resources shall be prepared. The treatment plan shall include notification of a Native American representative and shall consider whether the resource should be preserved in place or removed to an appropriate repository as identified by the City.

Mitigation Measure CR-2(b) - The project archaeologist shall prepare a final report of the find for review and approval by the City and shall include a description of the resources unearthed, if any, treatment of the resources, and evaluation of the resources with respect to the California Register of Historic Resources and the National Register of Historic Places. The report shall be filed with the California Historic Resources Information System South Central Coastal Information Center. If the resources are found to be significant, a separate report including the results of the recovery and evaluation process shall be prepared.

Mitigation Measure CR-2(c) - If human remains are encountered during excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the corner is to notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will then identify the person(s) thought to be the Most Likely Descendent, who will help determine what course of action should be taken in dealing with the remains. Preservation in place and project design alternatives shall be considered as possible courses of action by the project applicant, the City, and the Most Likely Descendent.

The potential exists to encounter previously undiscovered tribal cultural resources during construction ground disturbance and excavation activities. However, the proposed parking structure would be subject to Mitigation Measures CR-2(a), CR-2(b),and CR-2(c), and as such would reduce the impacts of this development on tribal cultural resources to a less than significant level. This development would not substantially increase the severity of previously identified impacts in the PEIR or create any new significant impacts, and therefore no further study is this issue is warranted.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Utilities and Service Systems

	Downtown Plan PEIR Determination	Potentially Significant Impact Not Identified in Downtown Plan PEIR	No Impact/ No Change to Downtown Plan PEIR
Impact Area: Utilities and Service Systems			
Would the Project:			
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Less Than Significant	□	■
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Less Than Significant with Mitigation	□	■
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Less Than Significant with Mitigation	□	■
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Less Than Significant	□	■
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less Than Significant with Mitigation	□	■
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Less Than Significant with Mitigation	□	■
g) Comply with federal, state, and local statutes and regulations related to solid waste?	Less Than Significant with Mitigation	□	■

a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

e) Would the project 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?

a), b), e). The Downtown Plan PEIR determined proposed Community Plan would allow more intense residential and commercial development in the Downtown area and would, therefore, increase the generation of wastewater. To determine whether the existing wastewater conveyance system and treatment plant have sufficient available capacity to accommodate wastewater from the planned development**.**

The added daily wastewater would increase for the proposed 120 residential units and 4,997 square feet of residential space would fall within the density and uses anticipated in the Downtown Plan PEIR. Development consistent with the Downtown Plan would not result in citywide wastewater flows that would exceed total wastewater treatment capacity.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The Downtown Plan PEIR determined that the proposed plan area buildout could increase the area covered by impervious surfaces, potentially increasing runoff quantities. New drainage infrastructure will be needed, potentially affecting off-site facilities. Mitigation Measure Hydro-3 was included in the Downtown Plan PEIR MMRP to mitigate impacts related to stormwater drainage and impervious surfaces:

> **Mitigation Measure Hydro-3 -** Prior to issuance of a building permit, the City Stormwater Management Division shall determine the need for the developer to conduct an analysis of the existing stormwater drainage system and to identify improvements needed to accommodate any projected increased runoff that would result from the proposed Project. The evaluation conducted by the developer shall include a determination of whether Low Impact Development (LID) practices and strategies should be incorporated into the project to reduce post development peak stormwater runoff.

Although the project area is substantially urbanized and improved with impervious surfaces, the proposed project would continue recent trends of converting vacant property or low-intensity developed areas containing landscaped areas and other pervious surfaces, into more intensely developed land uses such that potentially increased quantities of runoff would be directed to the City's stormwater collection system. This runoff also has the potential to carry pollutants and sediment. However, construction and operation of future development sites would be required to comply with all local, state and federal requirements pertaining to preservation of water quality and reduction of runoff, including Best Management Practices (BMPs) and the implementation of a Standard Urban Stormwater Mitigation Plan (SUSMP). Provisions of the City's regulations that

protect water quality, including Chapter 18.95 of the Municipal Code, would apply. In addition, earthwork for construction projects that would involve greater that one acre of land would require a National Pollutant Discharge Elimination System (NPDES) permit. Existing regulatory procedures are in place to reduce impacts from increased stormwater runoff, and will be reviewed during the plan check phase of development review.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The Downtown Plan PEIR determined that the proposed plan buildout would potentially increase the demand for water in the City and for projects above a certain threshold, a Water Supply Assessment will be prepared to determine whether or not water supplies and infrastructure are adequate to serve the proposed development.

City water supplies are sufficient to meet the projected demand within the Downtown area. As shown in Tables 4.13-4 and 4.13-5 of the Downtown Plan PEIR for current and future LBWD water supplies and demand, LBWD would have the resources to meet the demand of the proposed Project during hydrologically normal and dry-year events. Not shown in these tables but available in, is LBWD's right to pump its carryover storage and to access other groundwater supplies in case of emergency per the adjudication of the basin. The reliability of the supplemental supply reflects MWD's reliability and MWD's commitment to regional water reliability. Table 4.13-6 shows the impact of the proposed Project on future supplies and demand during multiple dry years. The LBWD 2005 UWMP projected demand 20 years into the future and included the type of new demand the proposed project represents. Because of this 20-year projected demand, the, "With Project" sections of Table 4.13-6 show the same overall total demand for potable water in the year 2025 as shown in Table 4.13-1. Therefore, the proposed Project would not have an impact on the supply and demand for water in fiscal year 2025, as the demand expected from the proposed Project was anticipated and planned for in the 2005 UWMP.

Development projects built within the Downtown Plan that conform to the provisions of the plan have been anticipated by the LBWD and will not be required to prepare a project specific water availability supply assessment during the development review phase of the entitlement. This will be the case unless unanticipated water demand or significant changes in the circumstances or conditions affecting the availability of the public water system to provide sufficient supply of water for the proposed Project as noted in the WAA.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g) Comply with federal, state, and local statutes and regulations related to solid waste?

f), g) The Downtown Plan PEIR determined that the proposed plan buildout would potentially increase the amount of solid waste generated within the City. Compliance with State waste

diversion requirements and the potential effects of the increase in solid waste generation on regional landfill capacity was evaluated in the PEIR.

Adequate capacity exists within the Los Angeles County Sanitation Districts' Mesquite Regional Landfill in Imperial County. Mitigation measures Utilities-3(a), 3(b), 3(c) and 3(d) are to be implemented to reduce the volume of solid waste disposed of in a landfill.

> **Utilities-3(a) -** All construction related to Project implementation shall include verification by the construction contractor that all companies providing waste disposal services recycle all demolition and construction-related wastes. The contract specifying recycled waste service shall be submitted to the City Building Official prior to approval of the certificate of occupancy.
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> **Utilities-3(b) -** In order to facilitate onsite separation and recycling of construction related wastes, all construction contractors shall provide temporary waste separation bins onsite during demolition and construction.
>
> **Utilities-3(c) -** All future developments in the Project area shall include recycling bins at appropriate locations to promote recycling of paper, metal, glass, and all other recyclable materials. Materials from these bins shall be collected on a regular basis consistent with the City's refuse disposal program.
>
> **Utilities-3(d) -** All Project area residents and commercial tenants shall be provided with educational materials on the proper management and disposal of household hazardous waste, in accordance with educational materials made available by the Los Angeles County Department of Public Works.

Planning staff will coordinate with Building Bureau officials during the Project's plan check phase to verify compliance with waste management, recycling and disposal of household waste. During the Project's construction phase, planning staff will perform and final inspection to verify compliance with all mitigation measures.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

CONCLUSION

Based on the analysis included in this Environmental Compliance Checklist, the proposed project will not result in any new environmental impacts not identified in the Downtown Plan PEIR. The proposed project does not meet the thresholds specified in Section 15162 of the *CEQA Guidelines* that would require subsequent environmental review.

Department of Development Services
Planning Bureau