AGENDA ITEM No. 4

CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Boulevard, 5th Floor • Long Beach, CA 90802 • (562) 570-6194 FAX (562) 570-6068

September 7, 2017

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Certify Final Environmental Impact Report (EIR 05-16, State Clearinghouse No. 2014031059) and approve Site Plan Review and Local Coastal Development Permit requests to allow the construction and operation of 2nd & PCH, a regional shopping center containing up to 245,000 square feet of retail and restaurant uses at 6400 E. Pacific Coast Highway. (District 3)

APPLICANT: PCH Property, LLC
c/o Steve Shaul
1600 E. Franklin Avenue
El Segundo, CA 90245
(Application No. 1609-22)

DISCUSSION

The 2nd & PCH Project (Project) is a retail-commercial development on a 10.93-acre site at 6400 E. Pacific Coast Highway (PCH). The Project site is located in Subarea 17 of the Southeast Area Development and Improvement Plan (SEADIP), also known as PD-1, and within General Plan Land Use District Number 7 – Mixed Uses (LUD 7), a district established to vitalize sites and establish activity centers with a mix of uses, including retail-commercial and open spaces.

The Project site is bounded by 2nd Street to the north, PCH to the east, a retail shopping center (Marina Shores) to the south, and Marina Drive to the west (See Exhibit A – Location Map). The Project proposal would replace the existing (currently vacant) SeaPort Marina Hotel, surface parking areas and associated amenities on the Project site with a visitor-serving commercial shopping center totaling up to 245,000 square feet of gross floor area. The proposal includes approximately 95,000 square feet of retail uses, a 55,000-square-foot grocery store, a 25,000-square-foot fitness/health club, and 70,000 square feet of restaurant uses (made up of 40,000 square feet of full service dining, 25,000 square feet of fast food, and 5,000 square feet of ready-to-eat dining). The proposed uses would be located in four buildings, with three buildings fronting PCH and one building fronting Marina Drive (See Exhibit B – Project Site Plans). The buildings would consist of one and two stories, ranging in

height from 30 feet to a maximum of 35 feet. A total of 1,150 on-site parking spaces, a ratio of approximately 4.7 parking spaces per 1,000 square feet of gross floor area, would be provided within two main parking structures, including a second-level parking deck above some of the single-story uses, and a parking structure on the southern portion of the site with three levels plus rooftop parking. Landscaped courtyards and open space areas would also be provided throughout the project site.

The Project site is designated as Land Use District (LUD) No. 7, Mixed Use District, in the City's General Plan. As set forth in the General Plan, land uses intended for LUD No. 7 include employment centers, such as retail uses, offices, and medical facilities; higher density residential; visitor-serving facilities; personal and professional services; and recreational facilities. The Project site is also located within the Coastal Zone and is therefore subject to the requirements of the City's Local Coastal Program.

The Project's zoning is Subarea 17 of the Southeast Area Development and Improvement Plan (SEADIP), also known as Planned Development District 1 (PD-1). As described in the SEADIP, this zoning designation is intended to provide for a community of residential, business, and light industrial uses integrated by an extensive system of parks, open space, and trails. SEADIP states that Subarea 17 is fully developed in accordance with the Retail Center (CR) zone. Based on modifications to the City's Zoning Regulations, the CR zone now corresponds to the City's Community Commercial Automobile-Oriented (CCA) district. In accordance with the Long Beach Municipal Code, uses allowed in the CCA district include retail and service uses for an entire community such as convenience and comparison shopping goods and associated services. The proposed Project commercial land uses (retail, restaurant, personal service) are all permitted land uses in the CCA zoning district.

Project Design Components

The retail and commercial uses would be located within a series of one- and two-story structures situated along PCH and Marina Drive, with landscaped setbacks along the adjacent street frontages. The PCH frontage would be characterized by extensive landscaping and a series of one-story structures (with intermittent taller architectural elements) and second-level (i.e., rooftop) parking. These buildings would feature varied rooflines but would not exceed the SEADIP maximum height of 35 feet. Along Marina Drive, the Project would provide a landscaped setback and include a two-story structure of up to 35 feet in height, which would include retail, fast-food, and ready-to-eat restaurant uses with outdoor seating patios on the ground level and full-service restaurant uses with outdoor seating patios and terraces on the upper level offering ocean views and enhancing the waterfront experience.

The Project integrates various architectural and pedestrian elements throughout the buildings to create a unique community destination, with the design of major tenants expressing their individuality. The result is a diverse architectural vocabulary typical of mature urban environments that have organically evolved over time (See Exhibit C – Project Elevations/Materials). The Project design includes building fenestration, a

variety of surface materials and colors, varying rooftop designs to create horizontal and vertical articulation, and elements that provide visual interest and reduce building massing. A transparent architecture of operable glass walls, porches, patios, and verandas would be included to create a sense of openness and connections to the outdoors, which would be combined with elements of weathered brick, reclaimed wood, detailed exposed steel with marine details and patina, and warm colors to define the streetscape. Other building materials would include wood, tile, metal panels, aluminum frames, plaster, and glass. Enhanced paving materials, including patterned concrete, stone, or brick would be utilized along walkways and other outdoor surface areas. All glass used in the building facades would be non-reflective and designed to meet California Building Code Title 24 requirements.

Landscaped pedestrian pathways would be provided along the site perimeter and landscaped pedestrian-oriented open space areas, such as a plaza and paesos, would be provided within the site interior (See Exhibit D – Project Landscape Plans). In addition to some existing trees that would remain, new trees would be provided along all site street frontages. Landscape planters and hardscape features, including shade trees, palm trees, and shrub planters, also would be distributed throughout the upper level of the project site and within the dining terraces. Additionally, landscape screening of the parking garage would be included. Any on-site or street trees removed during construction would be replaced in accordance with the City's Tree Maintenance Policy. Project landscaping would include water conservation features such as drought-tolerant plantings and use of a water-efficient sprinkler system to reduce landscaping water use by at least 20 percent.

The Project would include exterior lighting on buildings for security and wayfinding purposes, as well as entryway lighting within the parking structures, and along driveways and roadways for safety. In addition, low-level lighting to accent architectural, signage, and landscaping elements would be incorporated throughout the site. In accordance with City requirements, on-site lighting would be shielded or directed toward areas to be lit to limit spill-over onto off-site uses.

Project signage would include monument signs, area identification signs, tenant identification wall signs, directional signage, and wall signs for advertising purposes within the interior of the site, as well as on the street front facades and window signs on retail storefronts. Signage may be freestanding, projected, raised, and externally illuminated and/or consist of channel letters (signs which are individually illuminated letters and graphics). All signage would be visually integrated with the Project and would feature colors and lighting that would be complementary to the architectural design of the Project buildings. The Project Conditions of Approval include a requirement (Condition No. 10) that the applicant submit a Master Sign Program for review and approval by the Site Plan Review Committee (See Exhibit E – Conditions of Approval).

The Project would incorporate features to support and promote environmental sustainability. "Green" principles have been incorporated in the Project to comply with

the City of Long Beach Green Building Ordinance (Ordinance No. ORD-09-0013) and the sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program. Per Section 21.45.400 of the Zoning Code, the Project will be required to meet the equivalent of LEED at the Certified level. The Project would attain LEED Certification (or equivalent) by incorporating a variety of transportation-related, energy conservation, water conservation, waste reduction, sustainable construction material, and indoor air quality features.

The Project as proposed would be in compliance with all applicable SEADIP general development standards involving building height, street setbacks, and usable open space. All Project buildings would be no more than 35 feet in height, which is the maximum permitted building height for non-residential uses in SEADIP. The Project would exceed the SEADIP requirement that a minimum of 30 percent of the site be usable open space. All Project buildings would also comply with the SEADIP minimum setback of 20 feet from all public streets.

As discussed above, the Project buildings would consist of one- and two-story structures, ranging in height from approximately 30 feet to no more than the SEADIP maximum building height of 35 feet. The buildings fronting PCH would provide a variety of retail uses and feature varied rooflines within this required building height limit. More specifically, the PCH frontage would be characterized by extensive landscaping to screen the structures and second-level parking from street-level view. For Marina Drive, the Project would provide a landscaped setback with a 35-foot-tall two-story structure including ground floor outdoor patios and second floor outdoor seating patios and terraces.

In terms of usable open space, while SEADIP specifically excludes building footprints, streets, parking areas, and sidewalks adjacent to streets from usable open space calculations, usable open space areas would include pedestrian seating, enhanced paving, planters, and accent trees. Landscaping would be introduced in setbacks around the Project site perimeter. In total, approximately 146,797 square feet (approximately 3.37 acres) of open space would be provided on-site. This open space acreage represents over 31 percent of the project site 10.77 net acres and 30.8 percent of the project site 10.93 gross acreage. Therefore, the Project would exceed the SEADIP general provision that a minimum of 30 percent of the site be developed and maintained as usable open space.

Project Access

Vehicular access to the Project site would be via driveways on PCH, Marina Drive and 2nd Street. Two driveways located on PCH would provide access to the two-way drive aisle ("Main Street") within the site interior, connecting to parking structures at the northern and southern ends of the site. Three driveways would access Marina Drive, with the southern driveway providing direct access to the southern parking structure, the northern driveway providing direct access to the northern parking structure, and the middle driveway providing access to the northern parking structure, as well as the

interior Main Street. In addition, a driveway on 2nd Street would provide right-in/right-out access to the northern parking structure.

Pedestrian access to the site would be provided by sidewalks along PCH, Marina Drive and 2nd Street, as well as by crosswalks at the PCH/2nd Street and Marina Drive/2nd Street intersections. Landscaped pedestrian pathways are featured throughout the site, including around the perimeter of the proposed buildings and parking structures and through the plaza and paesos, in addition to crosswalks across Main Street within the site interior.

Parking

The parking structures located at the northern and southern ends of the Project site, along with a second-level parking deck located above the proposed single-story structures, would provide the on-site parking spaces. The northern parking structure would include both ground-level parking and a second-level (rooftop) parking deck. This parking deck would extend above the adjacent single-story grocery store (fronting PCH by the PCH/2nd Street intersection) and southerly above the other single-story buildings along PCH. The parking deck would also connect to the southern parking structure, which would include three levels plus rooftop parking with a maximum height of 35 feet. The upper levels of this structure would extend over the southernmost buildings on-site.

The Project proposes a parking supply that would be less than the minimum parking requirements set forth in Chapter 21.41, Off-Street Parking and Loading Requirements, of the City's Zoning Code (Title 21 of the Long Beach Municipal Code). The Project meets the Zoning Code definition of a shopping center (per Section 21.15.2480, a commercial land use consisting primarily of retail sales uses and consisting of three or more lease areas on a single recorded lot), and would therefore be subject to the shopping center parking requirement of five (5) parking spaces for every 1,000 square feet of gross floor area (with detached fast-food restaurants calculated separately). The Project's 245,000 square feet of gross floor area would require a minimum of 1,225 parking spaces under the shopping center parking requirement. The Project proposes a total of 1,150 on-site parking spaces, which would be a ratio of approximately 4.7 spaces per 1,000 square feet of gross floor area rather than the Code required 5 per 1,000 square feet minimum standard. However, per Zoning Code Section 21.41.219, shopping centers of 150,000 square feet or more may submit a parking demand study to reduce the standard shopping center parking ratio if it can be demonstrated that the proposed parking supply would be adequate to meet projected peak parking demand.

A Parking Demand Analysis (Parking Study) dated April 10, 2017, was prepared by Linscott Law & Greenspan (LLG) and submitted to the City for consideration (See Exhibit F – Parking Study). This Parking Study acknowledges that the specific Project tenancy mix provides an opportunity to share parking spaces, since this mixing of land uses typically results in an overall parking need that is less than the sum of the

individual peak requirements for each land use. This Study found that the 1,150 proposed parking supply would be sufficient to meet the projected peak parking demands of the proposed Project land uses. Specifically, the weekday peak demand scenario would create a demand for up to 1,131 parking spaces (19 spaces less than the proposed parking supply), while the weekend peak demand would require up to 1,134 parking spaces (16 spaces less than proposed supply). This Study concludes that with inclusion of a Parking Management Plan the proposed Project parking supply would be sufficient and allowable under the provisions of the Zoning Code.

The Parking Management Plan (PMP) outlines the proposed allocation of on-site parking spaces and key parking management strategies to maximize the availability of parking for Project customers and employees. Specific PMP measures relative to the employee parking operation and short-term parking for customers were developed based on the following objectives: the PMP should identify where the employees park within the Project site; and the PMP should identify the locations of short-term parking spaces for service retail uses and/or food uses (take-out/curb side service, etc.). This Study anticipates that approximately 200 to 220 on-site parking spaces will be required to accommodate employee parking demand during the weekday and weekend peak hours. The PMP measures recommended by this Study are:

- The applicant shall work with shopping center tenants to implement an employee parking program, with the goal of providing convenient and accessible shopping experiences for customers by allocating the most desirable parking spaces for customer use. The location of designated employee parking spaces will be developed in collaboration between the applicant and the tenants. Although the employee parking spaces will be identified with a white or yellow circle, these spaces would also be available for customer use.
- The applicant shall work with shopping center tenants to identify the need for "short term/time restricted spaces" on an as-needed basis, dependent on the needs of the retail and/or restaurant uses. The short-term spaces may be used for "curbside/take out" and/or for service retail-type users. The number and location of parking spaces will be determined by the applicant and future tenants.
- The applicant shall work closely with the tenants to insure that both employees and property management work together to provide the best shopping experience for the customers, as well as allowing the most desirable parking spaces to be accessed by customers rather than employees.

The rationale for limiting the number of Project parking spaces is to encourage the use of alternative transportation. The Project would implement transportation demand management (TDM) measures to reduce vehicle trips and encourage the use of public transit. These measures include appropriate bicycle parking facilities; vanpool/carpool loading/unloading and parking areas; preferential parking spaces for employee carpool/vanpool vehicles; and a bulletin board/kiosk displaying information regarding

bus schedules and routes, ridesharing, bike routes, and carpool/vanpool opportunities. Additionally, a rideshare drop off/pickup area, as well as concierge services would also be provided.

Requested Entitlements

The Project as proposed would require approval of the Site Plan Review and Local Coastal Development Permit requests (See Exhibit G – Findings of Approval). Site Plan Review approval by the Planning Commission is required for all commercial projects with 50,000 square feet or more of new construction. The Project would meet the required Findings for Site Plan Review approval. Project design is harmonious, consistent, and complete within itself, and is compatible in design, character, and scale with neighboring structures and the surrounding community. The Project conforms to the SEADIP general development standards and to the commercial standards of the CCA zoning district that apply to the Project site. Although some mature project site and street trees would be removed during construction, the Project would result in substantial improvements to both the quantity and quality of Project site landscaping. The proposed utility and public infrastructure improvements in and around the Project site have been reviewed by City staff and have been found to be necessary for the Project's function and success. The Project would conform to all requirements of the City's Transportation Demand Management Ordinance. Also, the Project would incorporate green principles to comply with the City's Green Building Ordinance.

The project site is located in the Coastal Zone, specifically in the non-appealable part of the City Coastal Permit Jurisdiction. Since the project site is within the City jurisdiction area, Zoning Code Section 21.25.903 requires a Local Coastal Development Permit for all projects which require additional discretionary review, such as Site Plan Review. Since the project site is in the non-appealable portion of the City Permit area, City approval of a Local Coastal Development Permit would not be appealable to the California Coastal Commission (although any approval by the Planning Commission is appealable to the City Council, which would have the final local discretionary approval authority).

The Project is located in the SEADIP Community Plan area of the City's Local Coastal Program (LCP). The SEADIP Planned Development Ordinance was adopted by reference as an integral part of this LCP. As this Project conforms to the SEADIP general development standards, and also the land use and development standards for the Project site SEADIP location (Subarea 17), the Project conforms to the SEADIP Community Plan provisions of the LCP. The Project also conforms to the applicable LCP General Policies, including the General Transportation Policy that all new construction should be required to provide adequate on-site parking. Since the Project would not displace or relocate any existing housing, construct any new housing units, or involve development located seaward of the nearest public highway to the shoreline, positive Findings can be made for this Project proposal.

Public Outreach Efforts

There have been several outreach meetings held within the last year by the applicant team and community groups to inform the public and seek public input on the Project proposal. These meetings are summarized as follows:

- November 3, 2016: Meeting organized by Friends of Belmont at St. Bartholomew Church. Attendance approximately 75-100
- November 19, 2016: Community Open House held in the ballroom at SeaPort Marina Hotel (project site). Attendance approximately 150
- May 4, 2017: Meeting organized by Friends of Belmont at St. Bartholomew Church. Attendance approximately 30-40
- May 13, 2017: Environmental Impact Report Open House held at the GasLamp restaurant. Attendance approximately 100

Marina Drive "Complete Street" Improvement Project

Separate from this proposed Project, the City is undertaking the Marina Drive "Complete Street" Improvement Project (Marina Drive Project), which involves multimodal improvements along Marina Drive between 2nd Street and Studebaker Road in an effort to accommodate anticipated growth in the southeastern area of the City. These improvements are planned to include lane restriping to provide two continuous vehicular travel lanes in each direction (alternatively, the City is considering a "road diet" along this segment of Marina Drive, thus providing a single lane in either direction); a Class II bike lane in either direction, with the northbound bike lane separated from traffic by a three-foot buffer; clearly marked on-street parking in the northbound direction along all but the southernmost segment near Studebaker Road; reconfiguration of the northernmost Alamitos Bay Marina driveway to align with an existing driveway at the 2nd & PCH Project site and installation of a traffic signal at this intersection; landscaped median enhancements with appropriate turn pockets; new pedestrian crossings, including a mid-block crossing adjacent to the 2nd & PCH Project frontage; new sidewalks where there are gaps in the existing sidewalks thereby providing a continuous sidewalk on the east side between 2nd Street and Studebaker Road; new streetscaping; and potentially a new bus stop or shelter should the City's transit and/or shuttle service be expanded to Marina Drive. These improvements proposed by the City's Public Works Department are anticipated to be completed in 2018. The Marina Drive Project will receive funding from the 2nd & PCH Project applicant as a community benefit.

PUBLIC HEARING NOTICE

Public hearing notices were distributed on August 16, 2017, in accordance with the requirements of Chapter 21.21 of the Long Beach Municipal Code. At the time of writing of this report, staff has received no questions or comments, written or otherwise, from the public regarding this project. All written public testimony received following

preparation of this report will be provided to the Planning Commission prior to the hearing.

ENVIRONMENTAL REVIEW

An Environmental Impact Report (EIR 05-16, State Clearinghouse No. 2014031059) has been prepared and made available for public review and comment in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines (See Exhibit H – Final EIR). The Notice of Preparation (NOP) and Initial Study public comment and review period started on November 17, 2016 and ended on January 9, 2017. The NOP was posted with the Los Angeles County Clerk on November 16, 2016 and published in the Press Telegram on November 17, 2016. The Notice of Completion (NOC) for the NOP and Initial Study was filed with the State Clearinghouse on November 17, 2016. The Initial Study determined that several environmental factors, including traffic, involved at least one impact that could be a Potentially Significant Impact and therefore an Environmental Impact Report would be required for the Project. The NOP, Initial Study and NOP comment letters are provided in Appendix A of the Final EIR.

The Draft EIR public review and comment period started on April 21, 2017 and ended on June 5, 2017. The Notice of Availability (NOA) for this Draft EIR was posted with the Los Angeles County Clerk on April 20, 2017 and published in the Press Telegram on April 21, 2017. The NOC for the Draft EIR was filed with the State Clearinghouse on April 21, 2017. The written comments received during this Draft EIR public comment period and the City's responses to these comments are included in the Final EIR. The City, as Lead Agency under CEQA for this EIR environmental review process, has determined that none of issues raised in the comments on the Draft EIR would require substantial revision and recirculation of the Draft EIR.

RECOMMENDATION

In summary, staff finds that the Project proposal creates a unique and visually attractive commercial development that would revitalize an existing underutilized site with a high quality, vibrant mix of shopping and dining choices reflecting the site's location to the adjacent marina. Visitor experiences would be enhanced by amenities that include extensive landscaping, central plaza and paesos, informal seating areas, water features, and an interior streetscape. Staff therefore recommends that the Planning Commission certify EIR 05-16 (See Exhibit I – Final EIR Resolution) and approve the Site Plan Review and Local Coastal Development Permit requests.

Respectfully submitted,

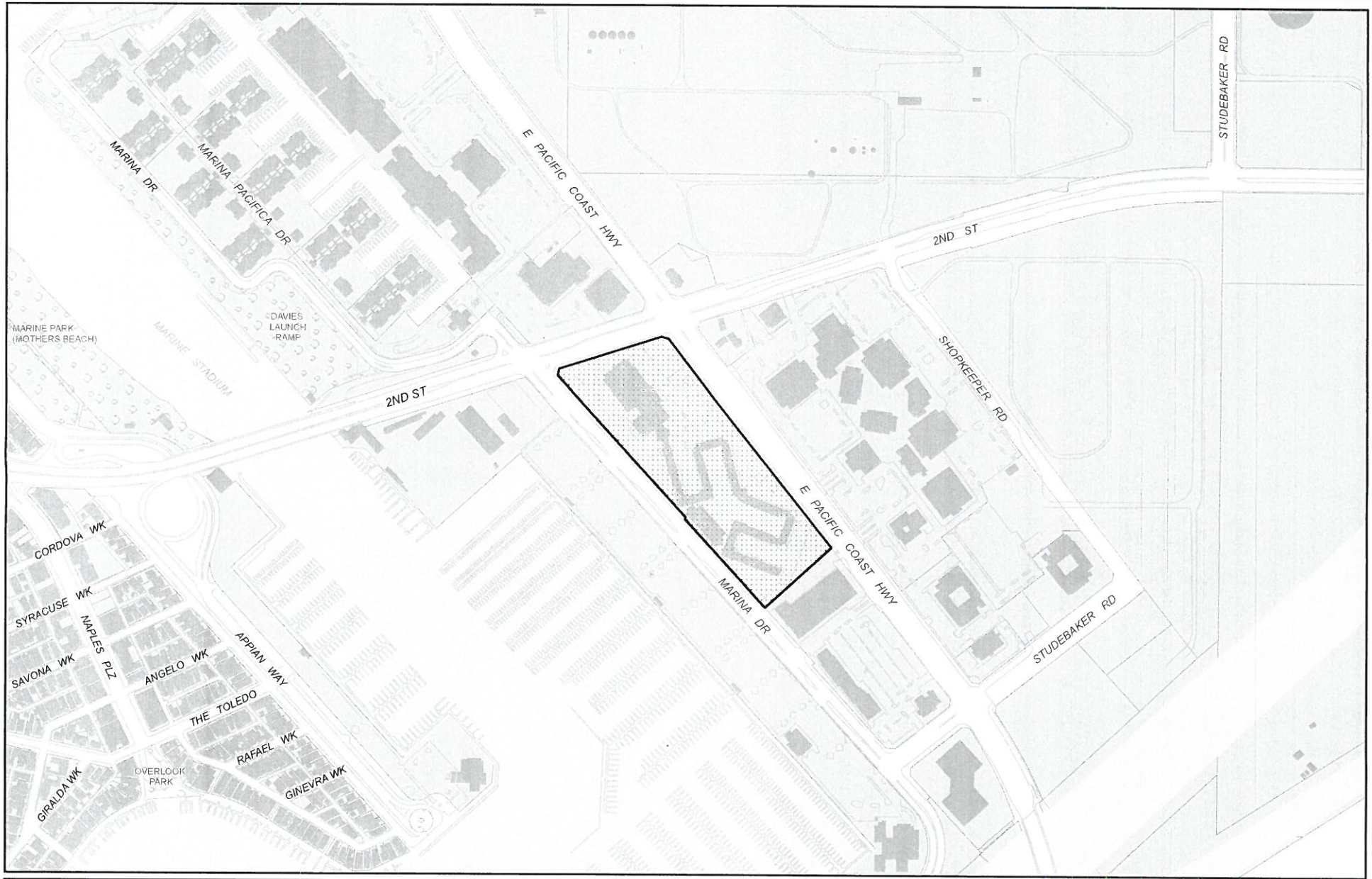
Linda F. Tatum

LINDA F. TATUM, AICP
PLANNING BUREAU MANAGER

AMY J. BODEK, AICP
DIRECTOR OF DEVELOPMENT SERVICES

AJB:LFT:cc

Attachments:
Exhibit A – Location Map
Exhibit B – Project Site Plans
Exhibit C – Project Elevations/Materials
Exhibit D – Project Landscape Plans
Exhibit E – Conditions of Approval
Exhibit F – Parking Study
Exhibit G – Findings of Approval
Exhibit H – Final EIR
Exhibit I – Final EIR Resolution



Subject Property:

6400 E Pacific Coast Hwy
Application No. 1609-22
Council District 3
Zoning Code : PD-1 SubArea 17

Exhibit A

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EXHIBIT E

2nd & PCH PROJECT
CONDITIONS OF APPROVAL
Application No. 1609-22
6400 E. Pacific Coast Highway
Date: September 7, 2017

1. This permit and all development rights hereunder shall terminate two years from the effective date (final action 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.

2. This permit shall be invalid if the owner(s) and 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 must be submitted within 30 days from the effective date of approval (final action date). 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.

3. 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.

4. This Site Plan Review approval allows the construction of a commercial shopping center of up to 245,000 square feet in size with 1,150 on-site parking spaces and a maximum building height of 35 feet. Project site development shall be in full compliance with all applicable development standards of PD-1, Southeast Area Improvement and Development Plan (SEADIP).

5. Alcohol sales for on- or off-premise consumption only would be allowed as a conditionally permitted land use. No alcohol sales shall be permitted on the project site without prior approval of a Conditional Use Permit or Conditional Use Permit Exemption as deemed necessary by the Development Services Department.

6. No sales of any guns, rifles, or any other type of firearms, firearm ammunition or firearms equipment shall be permitted without prior approval of a Conditional Use Permit as deemed necessary by the Development Services Department.

7. No outdoor storage of any products or equipment, except for shopping carts, shall be permitted on the project site.

8. No exterior recycling center or exterior vending machines shall be permitted on the Project site.

9. A shopping cart container system with outdoor storage areas shall be continuously provided and maintained on the Project site.

10. The applicant shall submit a Master Sign Program for review and approval by the Site Plan Review Committee. This Sign Program shall include the relocation and reuse of the SeaPort Marina Hotel signs, as well as an appropriate plaque or signage describing the history of the site.

11. Prior to the issuance of a building permit, the applicant shall submit complete landscaping and irrigation plans for the discretionary approval of the Director of Development Services. 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 Pubic Works. Approved root guards shall be provided for all street trees.

12. 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 which are a part thereof. These specific requirements must be recorded with all title conveyance documents at time of closing escrow.

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

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

15. 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. This shall encompass the maintenance of exterior facades of the building, designated parking areas serving the use, fences and the perimeter of the site (including all public parkways).

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

Building Bureau must be secured.

17. Any graffiti found on site must be removed within 24 hours of its appearance.

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

19. All refuse containers and dumpsters shall be permitted on-site only during the hours of construction activities and shall be removed from the project site every day at the end of the daily construction activities.

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

21. 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

22. Any off-site improvements found to be damaged shall be replaced to the Director of Public Works.

23. Site development, including landscaping, shall conform to the approved plans on file in the Development Services Department. 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.

24. Prior to the issuance of a building permit, the applicant must 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, this equipment shall be properly screened by landscaping or any other screening method approved by the Director of Development Services.

25. Where feasible, all landscaped areas shall be planted with drought tolerant plant materials. All landscaped areas 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.

26. All landscaped areas must be maintained in a neat and healthy condition, including public parkways and street trees. Any dying or dead plant materials must be replaced with the minimum size and height plant(s) required by Chapter 21.42 (Landscaping) of the Zoning Regulations. At the discretion of City officials, a yearly inspection shall be conducted to verify that all irrigation systems are working properly and that the landscaping is in good healthy condition. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by City Council.

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

28. All parking areas serving the site shall provide appropriate security lighting with light and glare shields so as to avoid any light intrusion onto adjacent or abutting residential buildings or neighborhoods pursuant to Section 21.41.259. Other security measures may be required to be provided to the satisfaction of the Chief of Police.

29. All rooftop mechanical equipment shall be fully screened from public view. Said screening must 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 plan must be submitted showing screening and must be approved by the Director of Development Services and Building prior to the issuance of a building permit.

30. Adequately sized trash enclosure(s) shall be designed and provided for this project as per Section 21.46.080 of the Long Beach Municipal Code. The designated trash area shall not abut a street or public walkway and shall be placed at an inconspicuous location on the lot.

31. 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.

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

33. The plans submitted for plan review must 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 and/or the Planning Commission. No substantial changes shall be made without prior written approval of the Site Plan Review Committee and/or the Planning Commission.

34. All grading and construction activities shall conform to Rule 403 of the South Coast Air Quality Management District and shall include the following:

    a. Use water trucks and hoses to wet exposed and graded areas at least twice daily with complete coverage on all active areas and periodic wash-downs of public streets in the vicinity of all entrances and exits to the project site. Increase frequency of watering to three or more times per day whenever winds exceed 15 miles per hour, and cease grading activities during period of winds greater than 30 miles per hour.
    b. Water material being excavated and stockpiled.
    c. Water grading and cover materials being transported.
    d. Maintain grading and construction equipment in proper tune.
    e. Schedule truck trips to avoid peak hours (7-9 a.m. and 4-6 p.m., weekdays).
    f. Discontinue construction during stage II smog alerts (ozone more than or equal to 0.35 ppm.)
    g. Demolition, site preparation, and construction activities are limited to the following (except for the pouring of concrete which may occur as needed):
        Weekdays and federal holidays: 7:00 a.m. to 7:00 p.m.;
        Saturday: 9:00 a.m. - 6:00 p.m.; and
        Sundays: not allowed

35. Prior to issuance of a building permit, please contact the Gas and Oil Department for information on gas meter location requirements.

36. The project shall fully comply with all applicable provisions of Section 21.64.030, Transportation Demand and Trip Reduction Measures, of the Long Beach Municipal Code, to the satisfaction of the Director of the Development Services Department.

37. The applicant shall prepare a Parking Management Plan (PMP), based on the PMP measures set forth in the Parking Demand Analysis prepared by LLG (dated April 10, 2017), for review and approval by the Director of Development Services. The applicant shall fully comply with all PMP measures to the satisfaction of the Director of Development Services.

38. As a condition of any City approval, the applicant shall defend, indemnify, and hold harmless the City and its agents, officers, and employees from any

claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void, or annul the approval of the 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.

39. The following requirements shall be completed to the satisfaction of the Director of Public Works:

GENERAL REQUIREMENTS

a. Prior to the start of any on-site/off-site construction, the Developer shall submit a construction plan for pedestrian protection, construction area perimeter fencing with custom-printed screen(s), street lane closures, construction staging, shoring excavations and the routing of construction vehicles (excavation hauling, concrete and other deliveries, etc.).

b. All refuse and recycling receptacles shall be subject to the standards and requirements of Long Beach Municipal Code Chapter 8.60.

PUBLIC RIGHT-OF-WAY

c. The Developer shall construct all off-site improvements needed on Pacific Coast Highway and 2nd Street to provide full 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, the right-of-way dedication way shall be provided.

d. The Developer's site plan proposes construction within the vicinity of existing easements, underground utility lines, monitoring wells, franchise pipelines and gas lines. The Developer shall be responsible for resolving all matters of easement and utility line encroachment to the satisfaction of the interested utility agency, City Department, and the Director of Public Works.

e. The Developer shall be responsible for the relocation of utility lines, right-of-way dedications, quitclaim of easements, and/or any new utility easements required in connection with this development; as structures cannot be built within an easement or dedicated area.

ENGINEERING BUREAU

f. The Developer shall remove unused driveways and curb cuts, and replace with full-height curb, curb gutter and sidewalk to the satisfaction of the Director of Public Works. Sidewalk improvements shall be constructed with

Portland cement concrete.

g. The Developer shall construct all proposed driveways servicing the Project site to meet full ADA compliance, to the satisfaction of the Director of Public Works. Sidewalk improvements shall be constructed with Portland cement concrete. If a dedication of additional right-of-way is needed, the Developer shall provide for such dedication.

h. The Developer shall demolish the existing sidewalk and curb ramp located at the southwest corner of the Pacific Coast Highway and 2nd Street intersection, and construct a new ADA compliant curb ramp to the satisfaction of the Director of Public Works.

i. The Developer shall reconstruct cracked, deteriorated, or uplifted/depressed sections of sidewalk pavement, curb and curb gutter adjacent to the development site along Pacific Coast Highway and 2nd Street, per plans reviewed and approved by Public Works. Sidewalk improvements shall be constructed with Portland cement concrete to the satisfaction of the Director of Public Works. All sidewalk removal limits shall consist of entire panel replacements (from joint line to joint line).

j. The Developer shall install FenceScreen.com Custom Printed Flex Mesh screen(s), Series 311, or equivalent, fence screening along the perimeter of the development site, and provide for the printed graphic, to the satisfaction of the Director of Public Works. The Developer shall consult with Public Works prior to submitting the graphic design for printing.

k. Street trees requiring removal adjacent to the project site shall be relocated and replanted, to the satisfaction of the Director of Public Works.

l. The Developer 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 adjacent to the development site, and/or along the truck delivery route found damaged as a result of construction activities, shall be reconstructed or replaced by the Developer, to the satisfaction of the Director of Public Works.

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

n. 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.

o. Public improvements shall be constructed in accordance with plans reviewed and approved by Public Works. The City's Public Works Engineering Standard Plans are available online at the following webpage: www.longbeach.gov/pw/resources/engineering/standard-plans Detailed off-site improvement plans shall be prepared by a licensed Civil Engineer, stamped, signed and submitted to the Department of Public Works for approval.

p. All conditions of approval, including the Notice of Final Action 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.

q. Prior to approving an engineering plan, all projects greater than one acre in size must demonstrate coverage under the State Construction General NPDES Permit. To meet this requirement, the applicant must submit a copy of the letter from the State Water Resource Control Board acknowledging receipt of the Notice of Intent (NOI) and a certification from the developer or engineer that a Storm Water Pollution Prevention Plan (SWPPP) has been prepared. Should you have any questions regarding the State Construction General NPDES Permit or wish to obtain an application, please call the State Regional Board Office at (213) 576-6600 or website for instructions at www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml Left-click on the Construction General Permit Order 2009-0009-DWQ link.

TRAFFIC & TRANSPORTATION BUREAU

r. The Developer shall provide for bike lane street markings and striping improvements to the existing and/or planned bike lanes adjacent to the project site, on Pacific Coast Highway and 2nd Street. Bike lane improvements shall be made per plans reviewed and approved to the satisfaction of the City Traffic Engineer. Improvement plans shall be prepared by a registered Traffic Engineer, stamped, signed and submitted to the Department of Public Works for approval.

s. The Developer proposes to install a new traffic signal and crosswalk crossing on Pacific Coast Highway driveway accessing the new development. Prior to approval of any construction permits, the Developer shall submit traffic signal and crosswalk striping plans to California Department of Transportation (Caltrans) and the City Traffic Engineer for review and approval.

t. The Developer shall be responsible to improve certain traffic signal related equipment to current CA MUTCD and/or City of Long Beach Standards. The traffic signal related equipment shall be within signalized intersections that are directly impacted by the Developer's project. If not existing, the Traffic Signal related equipment shall include, but may not be limited to the following:

i. All 8" Traffic Signal indications shall be updated to 12" LED units.

ii. Vehicular detection shall be installed on all approaches to the signalized intersection. This may include presence, mid or advance detection per City direction. Options will include standard Type E loops or video detection.

iii. All pedestrian indications shall be upgraded to LED Countdown Modules within all pedestrian crossings.

iv. All pedestrian push buttons shall be upgraded to the most current City Standard.

v. All signalized intersections will require the installation of Emergency Vehicle Pre-Emption (EVPE) equipment. The equipment and installation must be completed per the most current City Standard.

vi. Because of the fact that so many City of Long Beach traffic signals operate and share coordinated signal timing plans, the developer shall install a GPS Module at all traffic signals that are directly impacted by their project. The GPS Modules create accurate time-based communications between nearby traffic signals.

vii. The developer may be asked to update the traffic signal controller located in the traffic signal cabinet. At the discretion of the City Traffic Engineer, it may be decided that the existing traffic signal controller does not have the capability to handle the complexities of new traffic patterns that are directly related to the Developer's project. In such cases, the developer will be asked to install a new traffic signal controller based on the most current City Standard.

u. There are high volume Long Beach Transit bus stops on Pacific Coast Highway adjacent to the development site. The Developer shall incorporate enhancements to improve the bus stop into this project. Amenities such as a roof overhang for additional shelter and architectural seating for bus patrons should be integrated into the project. Enhanced 12-foot-wide sidewalk paving shall be provided for the bus stop per Long Beach Transit standards. The Developer shall collaborate with Long Beach Transit and the City's Public Works Department. Based on preliminary conversations with Long Beach Transit, the existing two bus stops along Pacific Coast Highway may be consolidated into a single service location.

v. The Developer shall contact Long Beach Transit prior to the commencement of work to coordinate design and construction issues and to ensure that

construction does not interfere with transit bus operations at the existing bus stops on East Pacific Coast Highway. Contact Shirley Hsiao, Manager of Service Development Planning, at (562) 591-8753.

w. The size and configuration of all proposed driveways serving the project site shall be subject to review and approval of the City Traffic Engineer; contact the Traffic & Transportation Bureau at (562) 570-6331 to request additional information regarding driveway construction requirements.

x. The Developer shall salvage and reinstall all traffic signs that require temporary removal to accommodate new construction within the public right-of-way. All traffic signs shall be reinstalled to the satisfaction of the City Traffic Engineer.

y. The Developer shall replace all traffic signs and mounting poles damaged or misplaced as result of construction activities to the satisfaction of the City Traffic Engineer.

z. The Developer shall repaint all traffic markings obliterated or defaced by construction activities to the satisfaction of the City Traffic Engineer.

aa. The Developer shall contact the Traffic & Transportation Bureau, at (562) 570-6331, to modify any existing curb marking zones adjacent to the project site.

bb. Pacific Coast Highway is a State highway under the jurisdiction of the California Department of Transportation (Caltrans). A street improvement permit from Caltrans will be required for all work within the Pacific Coast Highway right-of-way. Contact Joyce Minzey at (213) 897-7632 to request additional information regarding the Caltrans permitting process.

cc. All traffic control device installations, including pavement markings within the private parking lot, shall be installed in accordance with the provisions of the Manual on Uniform Traffic Control Devices (MUTCD), 2012 or current edition (i.e. white parking stalls, stop signs, entry treatment signage, handicapped signage, etc.).

40. The following requirements shall be completed to the satisfaction of the Superintendent of Building and Safety:

GENERAL BUILDING REGULATIONS

a. The 2016 Edition of the California Building Standards Code along with the City's local amendments contained in Title 18 of the Long Beach Municipal Code (herein collectively referred to as the "Code") is the

current construction code in the City. This Code is applicable to all projects submitted for formal plan review beginning January 1, 2017 through the end of December 31, 2019. The portion of the Code that will likely be applicable to the project are as follows:

- 2016 Edition of the California Building Code ("CBC")
- 2016 Edition of the California Electrical Code ("CEC")
- 2016 Edition of the California Plumbing Code ("CPC")
  - LBWD Rules and Regulations Section 204.4 require new residential and nonresidential developments (including mixed-use developments) with irrigated landscapes at the ground level over 5,000 sf and 1,000 sf, respectively, to have dedicated irrigation service connection separate from the service connection for non-irrigation use. Please contact the Water Department, Dennis Santos at 562-570-2381, for additional information.
  - AB1732 requires all single-user toilet facilities to be identified as all-gender toilet facilities in any business establishment, place of public accommodation, or City facilities. Refer to Information Bulletin BU-052 Single-User Restroom for additional information at *http://www.lbds.info/home_page/information_bulletins_by_bu.asp.*
- 2016 Edition of the California Mechanical Code ("CMC")
- 2016 Edition of the California Fire Code ("CFC")
- 2016 Edition of the California Green Building Standards Code ("CGBSC")
  - CGBSC Chapter 5 Nonresidential Mandatory Measures will apply to newly constructed nonresidential buildings, nonresidential building additions of one thousand (1,000) square feet or greater, nonresidential building alterations with a permit valuation of two hundred thousand dollars ($200,000) or above.
  - CGBSC Section 5.106.5.3.3 as amended by the LBMC Section 18.47.050 requires new nonresidential developments to facilitate future installation and use of EV chargers. EV supply equipment shall be installed in accordance with the CEC Article 625. The requirements are as follows: 25% of total parking shall be EV charging space and 5% of total parking shall be provided with EV charging station. For more information, please refer to Information Bulletin 50 Electric Vehicle Charging in New Construction at *http://www.lbds.info/home_page/information_bulletins_by_bu.asp*
  - CGBSC Section 5.410.2 requires building commissioning to be included in the design and construction processes of newly constructed nonresidential building projects 10,000 sq. ft. and over to verify that the building systems and components meet the owner's or owner representative's project requirements. Of particular note, the expectation and requirements of the building shall be documented before the design phase of the project begins.
- 2016 Edition of the California Energy Code ("CEEC")

- CEEC will apply to newly constructed buildings, building additions and building alteration for project submitted to the City for plan review. The CEEC may impact the design and installation, including but not limited to, the building envelope, space-conditioning systems, water-heating systems, pool and spas, solar ready buildings, indoor lighting systems of buildings, outdoor lighting systems and signs located either indoors or outdoors.
- CEEC Section 110.10 provides mandatory requirement for solar ready buildings and shall be included in the design and construction of new building projects.
- CEEC Section 120.8 requires building commissioning to be included in the design and construction processes of new nonresidential building projects to verify that the building energy systems and components meet the owner's or owner representative's project requirements. Of particular note, the expectation and requirements of the building shall be documented before the design phase of the project begins.

Please visit the following websites to access any of the code information noted herein:
http://codes.iccsafe.org/California.html#2016
http://www.lbds.info/building/engineering_n_development_services/building_codes.asp
https://www.municode.com/library/ca/long_beach/codes/municipal_code

b. The proposed project contains a parking garage of an S-2 occupancy subject to the motor vehicle provisions of the CBC Section 406. Requirements for private, public, open or closed, and/or electric vehicle parking garage are contained therein. General provisions to consider include height clearance, floor surface, separation from other occupancies, ventilation, etc.

c. The proposed project is a covered mall or an open mall subject to the mall provisions of the CBC Section 402. General provisions to consider includes 60 feet open space around the mall, limited to 3 stories, prohibits Type V construction, tenant separation from other tenant spaces, openings between anchor building and mall, automatic sprinkler system, interior finish meeting minimum Class B index, emergency system, minimum 20 feet egress width inside mall, food court, means of egress arrangement, etc.

d. The increase in allowable building area permitted by Chapter 5 of the CBC shall not be allowed unless or until the owner of the required yard file with the City an agreement binding such owner, heirs, and assignees, to set aside the required yard as an unobstructed space having no improvements. Such agreement shall be recorded with the

County Recorder's office. Such an agreement is subject to the review and approval of the Building and Safety Bureau. Refer to *Information Bulletin BU-007 Preparing Covenant and Agreement* and *Covenant and Agreement Maintenance of Oversized Building* for additional information. Both documents can be obtained at the following webpage:

http://www.lbds.info/forms/default.asp#affidavit
http://www.lbds.info/home_page/information_bulletins_by_bu.asp

e. The proposed project appears to be a Type I or II construction. Building elements such as structural frame, bearing walls, nonbearing partitions, and floor and roof construction are to be constructed of noncombustible materials. Refer to the CBC Section 603 for the allowable combustible materials that can be used within these type of construction.

f. The proposed project may require a fire-resistance rating for the exterior walls. This is dependent upon the fire separation distance of the exterior wall(s) to the property line(s), the type of construction and the type of occupancy. Refer to the CBC Section 602 and Table 602 for additional information.

The proposed project may require a 1-hour, 2-hour or 3-hour fire-resistance rating for the exterior walls having a fire separation distance of less than 30 feet from the property line.

g. The proposed project may be limited to the type and amount of unprotected openings (e.g., doors, windows, etc.) that are allowed in the exterior walls where the fire separation distance is less than 30 feet to the property line. Openings may be limited to a % of the exterior wall (e.g., 10%, 15%, 25%, 45% and 75%) and/or required to be protected in the exterior walls where the fire separation distance is between 5 feet and 30 feet from the property line. Openings are generally not permitted in the exterior wall where the fire separation distance is less than 5 feet from the property line. Please refer to the CBC Section 705.8 and Table 705.8 for additional information.

GENERAL HEALTH DEPARTMENT REGULATIONS

h. The proposed project is considered a Food Facility and will be subject to the California Health and Safety Code, Division 104, Environmental Health, Part 7, California Retail Food Code ("CRFC"). The following basic information should be provided onto the construction documents prior to formal plan submittal in order to assist Health staff determine if the Food Facility satisfy the requirements of the CRFC. The required

information includes, but not limited to, the following:

- Finish schedule for the walls, ceiling, and floor and cove base for each room or area. Indicate the type of material, color and the surface finish. Provide specific brand names.
- Equipment list schedule including manufacturer's specifications or cut sheets that meets the National Sanitation Foundation (NSF) standards or equivalent.
- Location of waste storage receptacles, indoor or outdoor.
- Mechanical exhaust ventilation and make up air systems, including all equipment that are under hood suppression system.
- Plumbing layout showing location of the water heater, floor sinks, floor drains, grease interceptors, etc.
- Electrical layout to ensure adequate illumination is provided, include electric water heater if proposed.

41. All Mitigation Measures and Project Design Features set forth in the Final Environmental Impact Report for this project (EIR 05-16, State Clearinghouse No. 2014031059) shall be completed to the satisfaction of the Director of Development Services and/or the Director of Public Works, as applicable.

A. Aesthetics, Views, and Light/Glare

Project Design Feature A-1: Temporary construction fencing shall be placed around the perimeter of the Project Site to screen construction activity from view at street level.

Project Design Feature A-2: The Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

Project Design Feature A-3: Light sources associated with Project construction shall be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary.

Project Design Feature A-4: All new street and pedestrian lighting required for the Project shall be shielded and directed away from any off-site light-sensitive uses.

B. Air Quality

Project Design Feature B-1: In accordance with South Coast Air Quality Management District Rule 403, the Project shall incorporate fugitive dust control measures at least as effectively as the following measures:

b. Use watering to control dust generation during the demolition of structures;

c. Clean-up mud and dirt carried onto paved streets from the site;

d. Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site;

e. All haul trucks would be covered or would maintain at least 6 inches of freeboard;

f. All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of spillage or dust;

g. Suspend earthmoving operations or additional watering would be implemented to meet Rule 403 criteria if wind gusts exceed 25 mph;

h. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions; and

i. An information sign shall be posted at the entrance to the construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. A construction relations officer shall be appointed to act as a community liaison concerning on-site activity, including investigation and resolution of issues related to fugitive dust generation.

Project Design Feature B-2: In accordance with California Code of Regulations Title 13, Section 2485, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

Project Design Feature B-3: In accordance with California Code of Regulations Title 17, Section 93115, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

Project Design Feature B-4: The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

Project Design Feature B-5: The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.

Project Design Feature B-6: New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

C. Cultural Resources

Mitigation Measure C-1: An Archaeologist meeting the Secretary of the Interior's Professional Qualification Standards shall be retained by the Project Applicant and approved by the City to oversee and carry out the archaeological mitigation measures set forth in this EIR. The Archaeologist shall attend a pre-grade meeting and develop an appropriate monitoring program and schedule. As part of this effort, the Archaeologist shall select a qualified archaeological monitor to be retained by the Project Applicant and approved by the City.

Mitigation Measure C-2: The qualified archaeological monitor shall monitor excavation and grading activities within native soils on the Project Site that have not been previously disturbed. In the event cultural resource(s) are unearthed during ground-disturbing activities, the archaeological monitor shall halt or redirect such activities away from the area of the find to allow evaluation, and work may continue outside the vicinity of the find. Deposits shall be treated in accordance with applicable federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5 shall be implemented.

The Archaeologist shall evaluate the discovered resource(s) and if significant, notify the Project Applicant, the City, and an appropriate Native American representative (if prehistoric or Native American in nature), and then develop an appropriate

treatment plan. Treatment plans shall consider preservation of the resource(s) in place as a preferred option. The Archaeologist shall then prepare a report to be reviewed and approved by the City and file it with the Project Applicant, the City, and the South Central Coastal Information Center located at the California State University, Fullerton. The report shall describe any resource(s) unearthed, the treatment of such resource(s), and the evaluation of the resource(s) with respect to the California Register of Historic Resources and the National Register of Historic Places. If the resource(s) are found to be significant, a separate report detailing the results of the recovery and evaluation process shall be prepared. The City shall designate one or more appropriate repositories for any cultural resource(s) that are uncovered.

Mitigation Measure C-3: If human remains are encountered unexpectedly during ground-disturbing activities, work in the affected area and the immediate vicinity shall be halted immediately. The construction manager at the Project Site shall be contacted and shall notify the County Coroner. If the County Coroner determines the remains to be Native American, the Archaeologist and Native American monitor shall then be contacted, if they are not on-site at the time, as well as the responsible lead agency of the discovery, who in turn shall notify the Native American Heritage Commission. Disposition of the human remains and any associated grave goods shall be in accordance with California Health and Safety Code Section 7050.5 and Public Resources Code Sections 5097.91 and 5097.98. The Archaeologist and the Native American monitor, with the concurrence of the City, shall determine the area of potential impact and the timing when construction activities can resume. Preservation of the remains in place shall be considered as a possible course of action by the Project Applicant, the City, and the Most Likely Descendent.

Mitigation Measure C-4: A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities within any older Quaternary deposits at the Project Site. The frequency of inspections shall be based on consultation with the paleontologist and shall depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. If paleontological materials are encountered during ground-disturbing activities associated with Project

construction, all further ground disturbance in the immediate area shall be temporarily diverted and the services of a qualified paleontologist shall then be secured. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Applicant shall then comply with the recommendations of the evaluating paleontologist, and a copy of the paleontological survey report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist. The fossils and a copy of the report shall be deposited in an accredited curation facility.

Mitigation Measure C-5: The Project Applicant shall allow access to the Project Site by a certified Native American tribal monitor during any and all ground-disturbing activities (including, but not limited to, pavement removal, post holing, auguring, boring, grading, excavation, and trenching) to protect any cultural resources which may be affected during construction or development. Discovery of any archaeological resources shall trigger implementation of Mitigation Measures C-1 through C-3, as applicable.

Mitigation Measure C-6: Archaeological testing shall be conducted concurrently with geotechnical core testing for building foundations using hollow bits; the use of augur bits shall be prohibited. Discovery of any archeological resources shall trigger Mitigation Measures C-1 through C-3, as applicable.

D. Geology and Soils

Project Design Feature D-1: A final design-level geotechnical report that complies with all applicable state and local code requirements will be prepared for the Project by a qualified geotechnical engineer and certified engineering geologist and submitted to the Long Beach Bureau of Building and Safety, consistent with City of Long Beach Building Standards Code requirements. The site-specific geotechnical report will be prepared to the written satisfaction of the City of Long Beach Bureau of Building and Safety and will include recommendations for specific building locations

and designs, including those pertaining to site preparation, fills and compaction, foundations, etc.

Mitigation Measure D-1: The Project shall incorporate site-specific ground improvement requirements as a result of liquefaction and liquefaction-induced settlement set forth in a final, site-specific geotechnical report. Such requirements could include, but would not be limited to, stone columns, ramped aggregate piers, or deep soil mixing that would improve the strength of soils and/or provide drainage paths for pore water pressure dissipation. Following ground improvement, the proposed structures may be supported on a conventional shallow foundation system. As an alternative, the proposed structures may be supported on a deep foundation system that extends through liquefiable zones into competent material.

Mitigation Measure D-2: Soils on-site shall be treated according to the recommendations of a final, site-specific geotechnical report to reduce differential settlement to 0.5 inch over a horizontal distance of 30 feet and 1 inch over the entire building footprint. The zone of ground improvement shall cover the structure footprints and extend a minimum horizontal distance of 10 feet beyond the footprints, where feasible, if a mat foundation is used. If a conventional shallow foundation system is used, closely spaced ground improvement shall be incorporated within the footprint of the footings.

E. Greenhouse Gas Emissions

Project Design Feature E-1: The design of new buildings shall incorporate features of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to be capable of meeting the standards of LEED® Certified or equivalent green building standards. Specific sustainability features integrated into the Project design to enable the Project to achieve the LEED® Certified level shall include, but are not limited to, the following:

j. The Project's design shall make use of passive solar energy through appropriate building orientation and landscaping; minimizing heating during cool seasons and solar heat gain during hot seasons; and enhancing natural ventilation by taking advantage of prevailing winds.

k. Utilize a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings.

l. Provide education regarding energy efficiency to tenants, employees, and customers. Provide information on energy management services for large energy users.

m. Provide energy storage where appropriate to optimize renewable energy generation systems and avoid peak energy use.

n. Increase insulation such that heat transfer and thermal bridging is minimized.

o. Limit air leakage through the structures and/or within the heating and cooling distribution system(s).

p. Install energy-efficient space heating and cooling equipment.

q. Install electrical hook-ups at loading dock areas.

r. Install dual-paned or other energy efficient windows.

s. Install automatic devices to turn off lights when they are not needed.

Project Design Feature E-2: Upon buildout of the Project, at least 25 percent of the total code-required parking spaces provided for all types of parking facilities shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. Only raceways and related components are required to be installed at the time of construction. A label stating "EV CAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

Project Design Feature E-3: Upon buildout of the Project, at least 5 percent of the total code-required parking spaces shall be equipped with EV charging stations and/or outlets for plugin. Plans shall indicate the proposed type and location(s) of charging stations. Plan design for charging stations shall be based on Level 2 or greater EVSE at its maximum operating capacity.

Mitigation Measure E-1: Upon buildout of the Project, the Project shall provide a minimum of 250 kilowatts of photovoltaic panels on the Project Site.

F. Hazards and Hazardous Materials

Mitigation Measure F-1: Soil Management Plan. Prior to the start of construction, the Project Applicant shall prepare a Project-specific Soil Management Plan that shall be reviewed and approved by the City of Long Beach before construction can commence. The Soil Management Plan shall incorporate, but shall not be limited to, the following: (1) Geophysical Survey; (2) Soil Vapor Survey/Health Risk Screening; (3) Soil Transportation Plan; and (4) fugitive dust control measures. The Soil Management Plan shall incorporate methodologies for detecting the various environmental concerns noted in relevant hazardous materials investigations during the construction phase of the Project. The Soil Management Plan shall include measures to address each environmental concern, if encountered, according to the applicable regulatory standards and the mitigation measures contained herein. In addition, the Soil Management Plan shall require notification and reporting, according to protocols of applicable local and state regulatory agencies, including the Department of Toxic Substances Control, the Regional Water Quality Control Board, CalRecycle, California State Division of Oil, Gas and Geothermal Resources, Long Beach Fire Department, and the City of Long Beach.

Mitigation Measure F-2: Geophysical Survey. Prior to subsurface disturbance and demolition activities, the Project Applicant shall conduct a geophysical survey to locate subsurface features or anomalies, if any, that may pose an environmental concern or present a risk of upset at the Project Site. The geophysical survey shall inform the site construction and remediation activities so as to remove or avoid subsurface hazardous materials or associated facilities. The results of the geophysical survey shall be included in the Soil Management Plan, and reviewed and approved by the City of Long Beach. The geophysical survey shall:

(1) Accurately locate and mark the oil pipeline located along the northeast border of the Project Site;

(2) Attempt to detect the presence of the subsurface anomalies, if any, such as underground vaults/features, buried debris, historical dump sites, previously unidentified oil wells, waste drums, or tanks.

Mitigation Measure F-3: Soil Vapor Survey. Prior to construction, the Project Applicant shall conduct a systematic soil vapor survey of the Project Site to investigate the possible presence of volatile organic compounds in site soils. The soil vapor survey shall be performed according to the applicable standards of the Department of Toxic Substances Control and the California Environmental Protection Agency. Soil borings shall be placed at a depth of at least five (5) feet below the deepest excavation to occur during construction and soil vapor samples shall be collected at 5 to 10 foot intervals. Soil samples shall be collected at a five (5) foot interval from the soil borings to assess the soil for heavier petroleum hydrocarbons that may be present due to past oil field use of the Project Site. The Soil Vapor Survey shall include, at a minimum, the following:

(1) Evaluation of methane to a depth of at least five (5) feet below the deepest excavation to occur during site construction. These soil vapor boring shall be placed in the vicinity of any abandoned oil wells located during the geophysical survey; and

(2) Additional soil vapor borings to test for volatile organic compounds on and in the vicinity of the land area where the former on-site gas station was located and in locations where the off-site gas station may have impacted the Project Site through lateral migration of soil vapors.

Mitigation Measure F-4: Health Risk Screening. At the completion of the soil vapor survey, a qualified environmental professional shall use the results of the survey to develop a health risk screening that assesses health and safety concerns associated with volatile organic compound levels at the site for construction workers and future site users. The health risk screening assessment shall be performed according to the applicable standards of the Department of Toxic Substances Control and California Environmental Protection Agency.

In the event the health risk screening assessment indicates that elevated volatile organic compound levels in the soils pose a health risk to site users, the Project Applicant shall further define and implement additional measures to minimize soil vapor exposure to acceptable levels as established by the applicable regulatory agency. Measures to be implemented shall include, but is not limited to, the following:

(1) During Construction: Volatile organic compound levels shall be monitored in accordance with the South Coast Air Quality Management District Rule 1166, which requires volatile organic compound monitoring of petroleum-impacted soils during construction activities. In the event volatile organic compound concentrations exceed threshold levels specified in Rule 1166, vapor suppression measures shall be required by amending soil with water or chemical foam. Volatile organic compound impacted soils shall be stockpiled and covered in accordance with Rule 1166. Rule 1166 compliance requirements shall be included in the Soil Management Plan; and

(2) Post Construction: In the event elevated concentrations of volatile organic compounds persist in site soils post-construction, vapor mitigation shall be performed prior to site occupancy to protect future site users. Post-construction long-term vapor mitigation measures selected shall be determined based on the remaining extent of volatile organic compound concentrations and the associated health risk, if any. Mitigation measures associated with post-construction volatile organic compounds control shall include, but is not limited to, the following:

(i) Soil Vapor Extraction: Use of a soil vapor extraction system to remove residual volatile organic compounds from the soil. The soil vapor extraction system shall be employed to remediate soil vapor to a level considered safe for uses proposed on the Project Site; and

(ii) Vapor Barrier/Sub-slab Depressurization: In the event the soil vapor survey indicates extremely high volatile organic compounds present at the Project Site and results in an elevated human health risk, a vapor barrier and sub-slab depressurization system shall be designed and implemented for the proposed buildings to be constructed at the Project Site.

Mitigation Measure F-5: Pre-Construction Removal Action. Prior to construction, the Applicant shall perform pre-construction removal activities, including sampling, as necessary, to characterize waste, removal action, off-site disposal of characterized waste, and confirmation sampling of removal areas. Pre-construction removal actions shall include the following:

Removal of Debris and Dirt from the Satellite Enclosure: Prior to site construction, debris and dirt located in a satellite enclosure on the southern portion of the Project Site shall be removed. Following removal, representative soil samples from the debris and dirt shall be collected for laboratory analysis to characterize the waste for off-site disposal purposes. Based on the laboratory analysis and waste characterization, the soil and debris shall be disposed of at an appropriate facility.

Mitigation Measure F-6: Oil Sumps and Mud Pits. In the event any suspected oil sumps, mud pits, or areas of dark stained soils are identified, these areas shall be added to the site plans included in the Soil Management Plan. The areas shall be excavated and the soil stockpiled on plastic sheeting at the Project Site. The stockpiled soil shall be sampled and laboratory-analyzed in accordance with requirements outlined in the Soil Management Plan and pursuant to the applicable Department of Toxic Substance Control guidelines. The stockpiled soil shall be characterized in accordance with the laboratory analysis and disposed of at a facility that is licensed to accept the soil based on established site action levels.

Mitigation Measure F-7: Soil Transportation Plan. Prior to construction, the Applicant shall develop a Soil Transportation Plan in compliance with State of California and federal Department of Transportation requirements for the safe and legal transport to an off-site disposal facility for hazardous materials that may be encountered during construction activities.

Mitigation Measure F-8: In accordance with SCAQMD Rule 403, the Project shall incorporate fugitive dust control measures at least as effective as the following measures:

t. Use watering to control dust generation during the demolition of structures;

u. Use of watering and/or street sweeping for on-site paved roads used for construction activities;

v. Clean-up mud and dirt carried onto paved streets from the site;

w. Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site;

x. All haul trucks would be covered or would maintain at least 6 inches of freeboard;

y. Suspend earthmoving operations or additional watering would be implemented to meet Rule 403 criteria if wind gusts exceed 25 mph; and

z. An information sign shall be posted at the entrance to the construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. A construction relations officer shall be appointed to act as a community liaison concerning on-site activity, including investigation and resolution of issues related to fugitive dust generation.

Mitigation Measure F-9: Asbestos and Lead-Based Paint Abatement. Prior to demolition activities, a qualified contractor shall perform an asbestos-containing materials and lead-based paint-survey. The qualified contractor shall sufficiently abate the structure(s) to be demolished on the Project Site according to applicable and current local, state, and federal guidelines.

G. Hydrology and Water Quality

Project Design Feature G-1: In accordance with National Pollutant Discharge Elimination System (NPDES) and City of Long Beach requirements, prior to the issuance of a grading permit, the Applicant shall provide evidence to the City of Long Beach Department of Public Works, as appropriate, that a Notice of Intent (NOI) has been filed with the State Water Resources Control Board (SWRCB) for coverage under the Construction General Permit and a certification that a Storm Water Pollution Prevention Plan (SWPPP) has been prepared. Such evidence shall consist of a copy of the NOI stamped by the SWRCB or Los Angeles Regional Water Quality Control Board (LARWQCB), or a letter from either agency stating that the NOI has been filed. The SWPPP shall include a menu of Best Management Practices (BMPs) to be selected and implemented based on each construction phase and weather conditions in order to effectively control erosion. BMPs to be implemented as part of the Project may include, but shall not be limited to, the following:

aa. Erosion Control BMPs to protect the soil surface and prevent soil particles from detaching. Selection of appropriate erosion control BMPs shall be based on minimizing areas of disturbance, stabilizing disturbed areas, and protecting slopes/channels;

bb. Sediment Control BMPs, which are treatment controls that trap soil particles that have been detached by water or wind. Selection of appropriate sediment control BMPs shall be based on keeping sediments on-site and controlling the site boundaries;

cc. Wind Erosion Control BMPs, which consist of applying water to prevent or minimize dust nuisance;

dd. Tracking Control BMPs, which consist of preventing or reducing the tracking of sediment off-site by vehicles leaving the construction area. These BMPs include street sweeping and vacuuming. The construction site shall have a stabilized construction entrance to prevent off-site tracking of sediment and debris;

ee. Non-Stormwater Management BMPs, which are also referred to as "good housekeeping practices" involve keeping a clean, orderly construction site; and

ff. Waste Management and Materials Pollution Control BMPs consist of implementing procedural and structural BMPs for handling, storing, and disposing of wastes generated by a construction project to prevent the release of waste materials into stormwater runoff or discharges through the proper management of construction waste.

Project Design Feature G-2: In accordance with NPDES and City requirements, the Applicant has prepared and submitted for review and approval by the City of Long Beach Department of Public Works a Standard Urban Stormwater Mitigation Plan (SUSMP) that includes BMPs and demonstrates compliance with the City's Low Impact Development (LID) requirements. Specific BMPs to be implemented as part of the SUSMP to manage post-construction stormwater runoff shall consist of bio-filtration, retention, and treatment BMPs in the form of flow-through planters, as described below:

gg. The flow-through planter BMP functions as a soil and plant-based filtration device that removes stormwater pollutants through a combination of overland flow through vegetation, surface detention, and filtration through soil. Pore spaces and organic material in the soils help to retain water in the form of soil moisture and to promote the adsorption of pollutants (i.e., dissolved metals and petroleum hydrocarbons) into the soil matrix. Adequate contact time between the surface and pollutant shall be provided for in the design of the system for this removal process to occur.

hh. Rainfall from rooftops and parking structures shall be directed to large flow-through planters adjacent to each building via downspouts. These planters shall provide biofiltration to the discharge from the roof downspouts and convey the flow through parkway culverts, which shall

then discharge to the adjacent street. For any runoff collected and discharged into the infiltration planter box by the roof conveying system, the sediment capture chamber shall serve as a pre-treatment to the filtration process. The sediment capture chamber shall consist of baffle walls and perforations to allow drainage of standing water into the growing medium. This growing medium shall be composed of a minimum of 18 inches of sandy loam, with a minimum infiltration rate of 5 inches per hour. The sandy loam shall be underlain by a level of gravel and subdrains connecting to the existing off-site storm drain system.

ii. Plant materials shall be tolerant of summer drought, ponding fluctuations, and saturated soil conditions for 48 hours. Native plant species and/or hardy cultivars that are not invasive and do not require chemical inputs shall be used to the maximum extent practicable.

jj. The proposed flow-through planters shall treat the peak mitigation flow rate or volume of runoff produced by a 0.75-inch 24-hour rainfall event. Based on the SUSMP calculations, the flow-through planters shall be designed and sized to treat, at a minimum, 1.65 cubic feet per second or 15,548 cubic feet of combined on-site runoff.

kk. Installation of grate inlet atrium drains, catch basins, roof drains, and surface parking drains to screen trash and debris.

ll. Common area landscape management that includes use of drought tolerant, native landscaping, minimizing fertilizer and pesticide application, use of slow-release fertilizers, maintenance activities, and providing education and training for employees on management of landscape materials and stormwater management.

mm. Installing and maintaining efficient irrigation systems designed to minimize water by eliminating overspray to hardscape areas, and setting irrigation timing and cycle lengths in accordance with water demands, given time of year, weather, and day and night temperatures.

nn. Stenciling of "No Dumping—Only Rain In Drain" or equally effective phrase on catch basins and/or area drains to alert the public as to the destination of pollutants discharged into the stormwater.

oo. Parking lot, walkway and driveway sweeping, and common area litter control.

pp. Compliance with SUSMP design requirements for outdoor trash and storage areas, loading docks, and storm drain stenciling. The trash enclosures will have screens or walls to minimize the transport of trash and litter by the wind or water; the drainage will be directed to vegetated areas where feasible; and runoff water from adjoining roofs and pavement will be directed around trash areas.

Project Design Feature G-3: The Project shall include the installation of new storm drain laterals, where appropriate, to capture and discharge stormwater generated on-site. Post-Project lateral flows to the mainline shall match the existing tributary drainage areas. Site surface flows to the perimeter streets shall be maintained, where appropriate, to match existing runoff conditions and shall not affect the capacity of the existing local storm drain system.

I. Noise

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

Project Design Feature I-2: Project construction shall not include the use of driven piles systems.

Project Design Feature I-3: Project-related outdoor mechanical equipment shall be designed so as not to exceed 55 dBA at the Project property line, in accordance with the LBMC.

Project Design Feature I-4: Project loading dock and trash collection areas shall be designed such that the line of sight between these noise sources and any adjacent noise sensitive land use shall be obstructed to the extent necessary to comply with LBMC.

Project Design Feature I-5: Outdoor amplified sound systems shall be designed so as not to exceed a maximum noise level of 80 dBA (L_{eq}) at a distance of 50 feet from the amplified sound system.

Mitigation Measure I-1: During the site demolition phase, a temporary and impermeable sound barrier shall be erected along the Project Site's northwestern and northeastern property lines between the construction area and nearby sensitive uses. The temporary sound barrier shall be a minimum of six feet tall and extend for a length of approximately 860 feet (specifically, 200 feet along Marina Drive south from 2nd Street, approximately 460 feet along 2nd Street, and 200 feet along Pacific Coast Highway south from 2nd Street). The temporary sound barrier shall be designed to provide a 5

dBA noise reduction at the residential uses to the northwest (Receptor R1) and the wetlands area to the northeast.

Mitigation Measure I-2: Stationary source equipment that is flexible with regard to relocation (e.g., generators and compressors) shall be located so as to maintain the greatest distance from noise-sensitive land uses, and unnecessary idling of such equipment shall be prohibited.

Mitigation Measure I-3: Loading and unloading of heavy construction materials shall be located on-site and away from noise-sensitive uses, to the extent feasible.

J. Public Services—Police Protection

Project Design Feature J.2-1: During construction, the Project Applicant shall implement temporary security measures including perimeter security fencing, lighting, and locked entry.

Project Design Feature J.2-2: The Project shall incorporate permanent security features, including a private on-site security patrol, alarm systems for individual tenants, security cameras, and appropriate night lighting in parking, circulation, and common areas.

K. Traffic and Access

Project Design Feature K-1: Pacific Coast Highway Project Frontage—Provide an acceleration/deceleration lane on PCH along the Project Site frontage. The deceleration lane will function as a southbound right-turn lane at Project Driveway No. 1 and Project Driveway No. 2. The installation of these improvements is subject to the approval of the City of Long Beach and Caltrans.

Project Design Feature K-2: Pacific Coast Highway at Project Driveway No. 1—Construct the Project driveway and provide one inbound lane and one outbound lane (i.e., one eastbound right-turn lane). It is recommended that the median on PCH be modified to prohibit eastbound (outbound) left turns and restriped to provide one 100-foot northbound left-turn lane with a 90-foot transition. Install a stop sign, "STOP" pavement legend, and stop bar at the Project driveway. The installation of these improvements is subject to the approval of the City of Long Beach and Caltrans.

Project Design Feature K-3: Pacific Coast Highway at Project Driveway No. 2—Construct the Project driveway and a new driveway that will serve the Long Beach Marketplace on the east side of PCH. The Project driveway will provide one inbound lane, dual 150-foot eastbound left-turn lanes, and a 150-foot eastbound shared through/right-turn lane. The Long Beach Marketplace driveway will provide two inbound lanes, one 90-foot westbound left-turn lane, and one 90-foot westbound shared through/right-turn lane. The median on PCH will be modified to provide appropriate left-turn lane pockets and transitions in both the northbound and southbound directions. Install an eight-phase traffic signal. The installation of these improvements is subject to the approval of the City of Long Beach and Caltrans.

Project Design Feature K-4: Marina Drive at Project Driveway No. 3—Maintain the existing driveway to provide one inbound lane and one outbound lane (i.e., one westbound right-turn lane). Install a stop sign, "STOP" pavement legend, and stop bar at the Project driveway. The installation of these improvements is subject to the approval of the City of Long Beach.

Project Design Feature K-5: Marina Drive at Project Driveway No. 4—Maintain the existing driveway to provide one inbound lane and one outbound lane (i.e., one westbound right-turn lane). Install a stop sign, "STOP" pavement legend, and stop bar at the Project driveway. The installation of these improvements is subject to the approval of the City of Long Beach.

Project Design Feature K-6: Marina Drive at Project Driveway No. 5—Maintain the existing driveway to provide one inbound lane and one outbound lane (i.e., one westbound right-turn lane). Install a stop sign, "STOP" pavement legend, and stop bar at the Project driveway. The installation of these improvements is subject to the approval of the City of Long Beach.

Project Design Feature K-7: 2nd Street at Project Driveway No. 6—Construct the Project driveway and provide one inbound lane and one outbound lane (i.e., one northbound right-turn lane). Install a stop sign, "STOP" pavement legend, and stop bar at the Project driveway. The installation of these improvements is subject to the approval of the City of Long Beach.

Project Design Feature K-8: In compliance with LBMC Section 21.64.030(B) 1, 2, and 3, the Project shall implement transportation demand management (TDM) measures to reduce vehicle trips and encourage the use of public transit. These measures include, but are not limited to:

qq. Provide a bulletin board/kiosk displaying information regarding bus schedules and routes, ridesharing, bike routes, and carpool/vanpool opportunities.

rr. Provide 10 stalls for employee parking located as close as practical to employee entrance for use by potential carpool/vanpool vehicles. These reserved parking spaces shall be signed/striped as demand warrants with at least two spaces provided at all times.

ss. Vanpool/carpool loading/unloading and parking areas.

tt. Provide bicycle parking facilities which are safely and conveniently accessible from the external street system, with the number and location(s) determined in consultation with the City.

uu. Provide a designated rideshare drop off/pickup area and concierge service to facilitate and encourage the use of rideshare programs.

Mitigation Measure K-1: Prior to the start of construction, the Project Applicant shall provide for the preparation of a detailed Construction Management Plan, including haul routes and a staging plan, and submit it to the City of Long Beach Department of Public Works, Traffic and Transportation Bureau for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and shall include, but not be limited to, the following elements, as appropriate:

vv. Traffic control for any street closure, detour, or other disruption to traffic circulation.

ww. Identify the routes that construction vehicles would utilize for the delivery of construction materials (i.e. lumber, tiles, piping, windows, etc.), to access the Project Site, traffic controls and detours, and proposed construction phasing plan for the Project.

xx. Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.

yy. Require the Applicant to keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.

zz. Hauling or transport of oversize loads shall be allowed between the hours of 9:00 A.M. and 3:00 P.M. only, Monday through Friday, unless approved otherwise by the City Engineer. No hauling or transport shall be allowed during nighttime hours, weekends or Federal holidays.

aaa. Haul trucks entering or exiting public streets shall at all times yield to public traffic.

bbb. Construction-related parking and staging of vehicles shall occur on-site to the extent possible.

ccc. The Construction Management Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as City of Long Beach requirements.

ddd. During periods when the public right-of-way is affected by Project construction activities, coordinate with the City of Long Beach and Long Beach Transit to ensure the provision of safe pedestrian and bicycle access and the temporary relocation of any affected transit stops, in accordance with applicable laws and regulations and as feasible.

Mitigation Measure K-2: Intersection No. 8: Studebaker Road at SR-22 Westbound Ramps—Widen and restripe the westbound approach to provide a third westbound left-turn lane. Widen and restripe the southbound approach of Studebaker Road to provide a third southbound through lane. These improvements would require right-of-way acquisition at the on/off ramp and along the west side of Studebaker Road. Modify the existing traffic signal as necessary. The installation of these improvements is subject to the approval of the City of Long Beach and Caltrans.

Mitigation Measure K-3: Intersection No. 12: Studebaker Road at Loynes Drive—Widen and restripe the northbound approach of Studebaker Road to provide a third northbound through lane. This improvement would require right-of-way acquisition from property owners along the east side of Studebaker Road. Modify the existing traffic signal as necessary. The installation of these improvements is subject to the approval of the City of Long Beach.

Mitigation Measure K-4: Intersection No. 14: Bay Shore Avenue at 2nd Street—Widen and restripe the northbound approach of Bay Shore Avenue to provide an exclusive northbound right-turn lane. This improvement would require right-of-way acquisition at the southeast corner of the intersection and may affect the existing sidewalk and/or existing public restroom building. This improvement would also require the elimination of short-term parking on Bay Shore Avenue adjacent to the Bay

Shore Neighborhood Library. Modify the existing traffic signal as necessary. The installation of these improvements is subject to the approval of the City of Long Beach.

Mitigation Measure K-5: Intersection No. 17: Pacific Coast Highway at 2nd Street—Widen and restripe the northbound approach of Pacific Coast Highway to provide an exclusive northbound right-turn lane. This improvement would require right-of-way acquisition from property owners on the southeast corner of the intersection and may affect the existing Mobil gas canopy. Widen and restripe the eastbound approach of 2nd Street to provide a fourth eastbound through lane. This improvement would require right-of-way acquisition from property owners on the southwest corner and the southeast corner of the intersection and may affect the existing Mobil gas canopy. Widen and restripe the westbound approach of 2nd Street to provide a third westbound left-turn lane. This improvement would require right-of-way acquisition from property owners on the northeast corner of the intersection and may affect the existing In-N-Out burger drive-through lane. Modify the existing traffic signal as necessary and install an eastbound right-turn overlap phase. The installation of these improvements is subject to the approval of the City of Long Beach and Caltrans.

Mitigation Measure K-6: Intersection No. 19: Studebaker Road at 2nd Street—Widen and restripe the eastbound approach of 2nd Street to provide a third eastbound left-turn lane. Widen and restripe Studebaker Road to provide a third northbound receiving lane. These improvements would require right-of-way acquisition along the south side of 2nd Street and on the east side of Studebaker Road within the existing wetlands. Modify the existing traffic signal as necessary. The installation of these improvements is subject to the approval of the City of Long Beach.

Mitigation Measure K-7: Intersection No. 20: Seal Beach Boulevard at Westminster Avenue—Widen and restripe the northbound approach of Seal Beach Boulevard to provide an exclusive northbound right-turn lane. This improvement would require right-of-way acquisition from property owners on the southeast corner of the intersection. Modify the existing traffic signal as necessary. The installation of these improvements is subject to the approval of the City of Seal Beach.

Mitigation Measure K-8: Intersection No. 22: Pacific Coast Highway at Studebaker Road—Convert the exclusive southbound right-turn lane on Pacific Coast Highway to a shared through/right-turn lane. Widen and restripe Pacific Coast Highway to provide a third southbound receiving lane. The third southbound receiving lane would require right-of-way acquisition from property owners on the southwest corner of the intersection in order to maintain the existing bike lane. Modify the existing traffic signal as necessary. The installation of these improvements is subject to the approval of the City of Long Beach and Caltrans.

Mitigation Measure K-9: Intersection No. 23: Pacific Coast Highway at Marina Drive—Install a three-phase traffic signal with protected left-turn phasing in the northbound direction. The installation of these improvements is subject to the approval of the City of Seal Beach and Caltrans.

Mitigation Measure K-10: Intersection No. 24: Pacific Coast Highway at Main Street/Bolsa Avenue—Widen and restripe the northbound approach of Pacific Coast Highway to provide a third northbound through lane. This improvement would require right-of-way acquisition from property owners on the northeast corner and the southeast corner of the intersection. This improvement may also affect the existing building located on the northeast corner of the intersection and the existing parking spaces within Seal Beach Center located on the southeast corner of the intersection. Modify the existing traffic signal as necessary. The installation of these improvements is subject to the approval of the City of Seal Beach and Caltrans.

Mitigation Measure K-11: Intersection No. 25: Seal Beach Boulevard at Pacific Coast Highway—Widen and restripe the northbound approach of Seal Beach Boulevard to provide an exclusive northbound right-turn lane. This improvement would require right-of-way acquisition from property owners on the southeast corner of the intersection. Modify the existing traffic signal as necessary. The installation of these improvements is subject to the approval of the City of Seal Beach and Caltrans.

Mitigation Measure K-12: Intersection No. 29: Pacific Coast Highway at 1st Street—Widen and restripe the southbound approach of Pacific Coast Highway to provide an exclusive southbound right-turn lane. This improvement would require right-of-way acquisition from property owners on the northwest corner of

the intersection. Modify the existing traffic signal as necessary. The installation of these improvements is subject to the approval of the City of Seal Beach and Caltrans.

Initial Study (Biological Resources)

Mitigation Measure IS-1: The Applicant shall perform one or more of the following to reduce potential impacts to migratory raptor and songbird species to a less than significant level: (1) vegetation removal activities shall be scheduled outside the nesting season for raptor and songbird species (nesting season typically occurs from February 15 to August 31) to avoid potential impacts to nesting species (this will ensure that no active nests will be disturbed and that habitat removal could proceed rapidly); and/or (2) any construction activities that occur during the raptor and songbird nesting season shall require all suitable habitat to be thoroughly surveyed for the presence of nesting raptor and songbird species by a qualified biologist no earlier than seven days prior to commencement of disturbance. If any actives nests are detected, a buffer of at least 300 feet (500 feet for raptors) or as determined by the qualified biologist shall be delineated, flagged, and avoided until the nesting cycle is complete, as determined by the qualified biologist. The results of the survey(s) shall be reported to the lead agency to document compliance with applicable state and federal laws pertaining to the protection of nesting native birds.

42. If deemed necessary by the Director of Development Services, the applicant shall attain approval of a Lot Merger application from the City, and after approval shall submit documentation to the City verifying that the entire Project site is one legal parcel.

SITE PLAN REVIEW FINDINGS
6400 E. Pacific Coast Highway
Application No. 1609-22
September 7, 2017

Pursuant to Section 21.25.506 of the Zoning Ordinance, 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.

A. 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;

The proposed 2nd & PCH Project (Project) development consists of up to 245,000 square feet of building floor area on a 10.77-acre site (net area, defined as the subject site less existing street easements – the gross site area is 10.93 acres) located at 6400 E. Pacific Coast Highway (PCH). The project site is Subarea 17 of the Southeast Area Development and Improvement Plan (SEADIP), also known as Planned Development District 1 (PD-1).

Project 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. The intent of this Project is to create a distinctive commercial shopping center environment within the SEADIP community by providing a blend of shopping and dining land uses, open spaces, and amenities that collectively offer an active shopping and dining experience that rejuvenates a presently underutilized site. To highlight the site's close proximity to Alamitos Bay Marina, the Project would be designed in a contemporary architectural style with elements evoking images of the ocean and the coast. Outdoor seating and dining areas, particularly on second story locations facing Marina Drive, would maximize the benefits of this waterfront location.

The Project integrates various architectural and pedestrian elements throughout the buildings to create a unique community destination, with the design of major tenants expressing their individuality. The result is a diverse architectural vocabulary typical of mature urban environments that have organically evolved over time. The Project design includes building fenestration, a variety of surface materials and colors, varying rooftop designs to create horizontal and vertical articulation, and elements that provide visual interest and reduce building massing. A transparent architecture of operable glass walls, porches, patios, and verandas would be included to create a sense of openness and connections to the outdoors, which would be combined with elements of weathered brick,

reclaimed wood, detailed exposed steel with marine details and patina, and warm colors to define the streetscape. Other building materials would include wood, tile, metal panels, aluminum frames, plaster, and glass. Enhanced paving materials, including patterned concrete, stone, or brick would be utilized along walkways and other outdoor surface areas.

The Project is compatible in design, character and scale with neighboring structures along the SEADIP PCH corridor. Neighboring land uses are primarily commercial shopping and office land uses, including the Marina Shores shopping abutting the Project site southern property line, the Marketplace shopping center on the opposite side of PCH (eastern side of PCH between 2nd Street and Studebaker Road), and the Marina Pacifica shopping center located north of the Project site (western side of PCH, north of 2nd Street). The Project is consistent with the low-rise building character of these existing shopping centers, as well as with existing office and restaurant buildings in the surrounding area, with building heights that would not exceed the SEADIP maximum non-residential building height of 35 feet.

B. 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;

Applicable design guidelines for the Project are limited to the development standards of SEADIP and the CCA (Community Commercial Automobile-Oriented) District. The Project site is located in Subarea 17 of SEADIP, which follows the land use and development standards of the CCA zoning district (except for SEADIP general development standards that apply to all SEADIP Subareas). The Project conforms with the SEADIP general development standards for building height (maximum 35 feet for non-residential structures), usable open space (minimum 30 percent of site area), and street setbacks (minimum 20-foot building setback from all public streets). The project is also in compliance with all land use and development standards of the CCA zoning district and is consistent with the General Plan land use designation (LUD-7, Mixed Use) for this site.

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

While it is unavoidable that some mature project site trees and street trees would be removed during project construction, the project would result in substantial improvements to both the quantity and visual quality of project site landscaping. Any on-site or street trees removed during construction would be replaced in

accordance with the City's Tree Maintenance Policy. Landscaped pedestrian pathways would be provided around portions of the project site perimeter, and landscaped pedestrian-oriented open space areas such as the plaza and paesos would be provided within the project interior. These collective open space areas would include pedestrian seating, enhanced paving, planters, and accent trees. In addition to any existing trees that would remain, new trees would be provided along the project site street frontages. New trees along the project perimeter would include camphor trees, pink melaleuca, king palm, flame coral trees, and date palms. Project interior trees would include smooth agave, tree aloe, white butterfly trees, Japanese blueberry trees, fig trees, rusty fig, southern magnolia, olive trees, African tulip, and pink trumpet trees. Most of the existing trees anticipated to be removed would be Mexican fan palms, which have little canopy and consequently reduced potential for nesting bird habitat. Project landscaping would include water conservation features such as drought-tolerant plantings and use of a water-efficient sprinkler system to reduce landscaping water use by at least 20 percent.

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

The Project would revitalize an existing underutilized site with a distinctive visitor-serving shopping center with design features that take advantage of its location by a marina waterfront area. The proposed utility and public infrastructure improvements in and around the project site have been reviewed by City staff and been found to be necessary for the project's function and success. The project necessitates these public improvements to ensure that development does not adversely impact other public and private facilities and services.

E. THE PROJECT CONFORMS TO ALL REQUIREMENTS SET FORTH IN CHAPTER 21.64 (TRANSPORTATION DEMAND MANAGEMENT).

The proposed project contains more than 100,000 square feet of new, non-residential development (245,000 square feet) and is therefore subject to the Transportation Demand Management Ordinance requirements. A condition of approval (Condition No. 36) will require all applicable measures be incorporated into the final project design to the satisfaction of the Director of the Development Services Department in accordance with Section 21.64.030 of the City's Zoning Code.

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

The project would incorporate green principles to comply with the City of Long Beach Green Building Ordinance (Ordinance No. ORD-09-0013) and the sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program, including water conservation features such as use of drought-tolerant landscaping and use of water-efficient plumbing fixtures. Project design features include installation of water conserving fixtures that reduce water use by at least twenty percent and installation of weather-based irrigation controllers. Overall, the project would meet the requirements for LEED certification (or equivalent) by incorporating a variety of transportation-related, energy conservation, water conservation, waste reduction, sustainable construction material, and indoor air quality features.

LOCAL COASTAL DEVELOPMENT PERMIT FINDINGS
6400 E. Pacific Coast Highway
Application No. 1609-22
September 7, 2017

Pursuant to Section 21.25.904(C) of the Long Beach Municipal Code (Title 21, Zoning), the following findings shall be made at a public hearing prior to approving a Local Coastal Development Permit:

1. **THE PROPOSED DEVELOPMENT CONFORMS TO THE CERTIFIED LOCAL COASTAL PROGRAM INCLUDING BUT NOT LIMITED TO ALL REQUIREMENTS FOR REPLACEMENT OF LOW AND MODERATE INCOME HOUSING; AND**

   The Project is located in the Southeast Area Development and Improvement Plan (SEADIP) Community Plan area of the City's Local Coastal Program (LCP). The SEADIP Planned Development Ordinance was adopted by reference as an integral part of this LCP. As the Project conforms to the SEADIP general development standards, and also to the land use and development standards for the Project site SEADIP subarea (Subarea 17), the Project conforms to the SEADIP Community Plan provisions of the LCP. The Project also conforms to the applicable LCP General Policies, including the general Transportation Policy that all new construction should be required to provide adequate on-site parking.

   The project site is comprised of several hotel-related structures that are all currently vacant. There are no vacant or occupied residential dwelling units on the Project site. Since the Project would not displace or relocate any existing housing, and would not construct any new housing units, a positive Finding can be made regarding the replacement of low and moderate income housing.

2. **THE PROPOSED DEVELOPMENT CONFORMS TO THE PUBLIC ACCESS AND RECREATION POLICIES OF CHAPTER 3 OF THE COASTAL ACT. THIS SECOND FINDING APPLIES ONLY TO DEVELOPMENT LOCATED SEAWARD OF THE NEAREST PUBLIC HIGHWAY TO THE SHORELINE.**

   The project site is separated from Alamitos Bay Marina by Marina Drive, a public street, and is not located seaward of the nearest public highway to the shoreline. The adjacent marina is fully improved with sea walls and boat slips accessible to boat owners and their guests only; no general public shoreline access is available at this marina. The Project involves construction and operation of a commercial shopping center, which would provide visitor-serving commercial retail, restaurant, and personal service (fitness/health club) uses to the general public.