CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 W. Ocean Boulevard Long Beach, California 90802 562-570-6194 FAX 562-570-6068

CH-1

November 11, 2008

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

1. Receive supporting documentation into the record, conclude the hearing, deny the Appeal, and uphold the Planning Commission decision to: (1) certify Mitigated Negative Declaration (No. 11-08); (2) approve Site Plan Review; (3) approve Vesting Tentative Map; (4) approve Conditional Use Permit, and likewise uphold the Planning Commission recommendation to approve an amendment to the General Plan and a re-zoning of the property located at 3635 Elm Avenue for the purpose of allowing the development of a 5-story, 65-unit senior assisted living facility.

2. Adopt Resolution certifying/approving Mitigated Negative Declaration 11-08, together with Findings.

3. Declare Ordinance amending the Land Use District Map of the City of Long Beach from R-3-S (Three Family Residential) to R-4-U (High Density, Multi-Family Residential) read the first time and laid over to the next regular meeting of the City Council for final reading.

4. Adopt Resolution amending the Land Use Element of the General Plan from LUD No.3B to LUD No.5. (District 8)

DISCUSSION

The applicant, Temple Beth Shalom, is proposing to construct a 65-unit, 5-story senior assisted living facility at 3635 Elm Avenue. The facility will consist of 35 studio, 20 one-bedroom and 10 two-bedroom units. Amenities include separate men's and women's gyms, three communal leisure rooms, a library, a barber/stylist area, and dining accommodations. In addition, 7,604 square feet of landscaped outdoor open space is part of the project (Exhibit A – Plans and Photographs).

In order to construct the project, an amendment to the General Plan from Land Use District 3B to 5 and change in zone from R-3-S to R-4-U are necessary. The amendments to the General Plan and Zone will allow an increase in height and density

at the project site (Exhibit B – Planning Commission Report, Findings and Conditions of Approval) The applicant is also seeking a density bonus by allocating 6 units for very low-income tenants. When very low-income units are provided, the Municipal Code allows a 35 percent density bonus above the base density. With a base density of 48 units, an additional 17 units would be allowed, for a total of 65 units (59 market rate, 6 very low income). When a density bonus is utilized, the municipal code allows the applicant to obtain two regulatory incentives or waivers in order to achieve the bonus density. The waivers requested by the applicant are for reductions in the side and rear setback.

On August 21, 2008, the Planning Commission certified the Negative Declaration, approved the project, including Site Plan Review, Conditional Use Permit and Vesting Tentative Map and recommended that the City Council approve the amendments to the General Plan and zone change. Subsequent to Planning Commission action, three appeals were filed (Exhibit C – Appeals). The appellants listed 23 reasons the application should be denied.

Along with entitlements requested above, a Mitigated Negative Declaration was required to determine if there would be any significant effects to the environment. The Mitigated Negative Declaration was circulated for review from July 31, 2008 to August 19, 2008 (21 Days). Nine comments were received during the review period, including the South Coast Air Quality Management District (AQMD). Staff prepared responses to each comment and re-circulated the Mitigated Negative Declaration from October 22, 2008 to November 10, 2008 with an amended Air Quality section. AQMD has reviewed the updated analysis and supports the conditions. The updated document includes additional mitigation measures recommended by the South Coast Air Quality Management District (Exhibit D – Mitigated Negative Declaration).

This letter was reviewed by Assistant City Attorney Michael Mais on October 23, 2008 and by Budget Management Officer Victoria Bell on September 24, 2008.

TIMING CONSIDERATIONS

The Long Beach Municipal Code requires a hearing within 60 days or by October 21, 2008 following positive Planning Commission action. This project was removed by staff from the council agenda on October 7, 2008 and rescheduled to November 11, 2008.

FISCAL IMPACT

The project is privately financed. There is no impact to the General Fund.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,

CRAIG BECK
DIRECTOR OF DEVELOPMENT SERVICES

CB:DB:sv
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Attachments: Exhibit A – Plans and Photographs- Previously distributed
Exhibit B – Planning Commission Report, Findings and Conditions of Approval
Exhibit C – Mitigated Negative Declaration
Exhibit D – Appeals
City Council Resolution – Certify Mitigated Negative Declaration
City Council Zoning Ordinance Amendment
City Council Resolution – Amend Land Use Element

APPROVED:

PATRICK H. WEST
CITY MANAGER

CH-1

November 11, 2008

EXHIBIT A
PROJECT PLANS
(Bruce Labins Architect & Associates)

and

APPEAL TO APPLICATION 0803-05
(Scott Fitzpatrick, Donald Smith, Odette Perreault)

THESE TWO ITEMS WERE DISTRIBUTED AS PART OF THE OCTOBER 7, 2008 AGENDA PACKET. NO ADDITIONAL COPIES WERE MADE AVAILBLE FOR RE-DISTRIBUTION.

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PLEASE CONTACT

THE LONG BEACH CITY CLERK DEPARTMENT AT

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NG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 W. Ocean Boulevard Long Beach, CA 90802 (562) 570-6194 FAX (562) 570-6068

August 21, 2008

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION: Approve a Site Plan Review, Conditional Use Permit, Vesting Tentative Parcel Map, certify Negative Declaration 11-08, and recommend that the City Council approve a General Plan Amendment from LUD #3B (Moderate Density Residential) to LUD #5 (Urban High Density Residential), and a rezoning from R-3-S (Three-family residential district) to R-4-U (High-density, multifamily residential district) for the construction of a 65-unit senior assisted living project located at 3635 Elm Avenue (District 8).

APPLICANT: Temple Beth Shalom
3635 Elm Avenue
Long Beach, CA 90802

DISCUSSION

The proposed site consists of a 1.79-acre parcel currently developed with a temple and accessory buildings located on the corner of 37th Street and Elm Avenue (Location Map, Exhibit A). The applicant, Temple Beth Shalom, is proposing to divide the 1.79-acre site into two parcels in order to construct a 65-unit, 5-story senior assisted living facility over a subterranean parking garage (Plans, Exhibit B). Of those units, 35 would be studios, 20 would be one bedroom, and 10 would feature two bedrooms. Building amenities – all located on the first level – include separate men's and women's gyms, three communal leisure rooms, a library, a barber/stylist area, and dining accommodations.

The proposed building will be designed using a Tuscan style, which includes architectural variation along both street frontages to help reduce the bulk and mass of the building. The project will incorporate a total of 7,604 square feet of extensively landscaped outdoor open space, as well as 8,667 square feet of indoor amenities. Those amenities include, a library, bistro, garden room, and landscaped courtyard with water treatments. Along with the many amenities and substantial open space provided, the applicant will be reconfiguring the temple parking lot (replacing 20 existing parking spaces lost as part of this proposal) and will offer a shuttle service for all project tenants and senior citizens living in the immediate area.

The applicant is requesting a General Plan Amendment from Land Use Designation 3-B to 5, and a corresponding Zone Change from a three-family residential district (R-3-S) to a

high density residential district (R-4-U), which is necessary to allow for an increase in height and density at the project site. The project is required to meet a minimum LEED certification, in accordance with the City's interim Green Building Policy.

In addition, a General Plan Amendment from Land Use Designation 3-B to 5, and a corresponding Zone Change from a three-family residential district (R-3-S) to a high density residential district (R-4-U) are necessary to allow for an increase in height and density at the project site. The project is required to meet a minimum LEED certification, in accordance with the City's interim Green Building Policy.

Under the proposed R-4-U zoning designation, the site could accommodate a maximum of 48 residential units (1 unit per 500 square feet of land area). Pursuant to Senate Bill 1818 the applicant is seeking a density bonus by designating 6 units for very low income. This provides a total of 65 units (59 market rate, 6 very low income). When a project uses the State density bonus provision, the City must also grant up to two regulatory incentives or concessions. The Zoning Ordinance contains a list of 11 incentives that may be waived in order of priority. These incentives must be waived in sequential order. For the proposed project the applicant is requesting a waiver from the side and rear setback requirements, since the additional building footprint is necessary to accommodate the 65 units (See Findings and Conditions of Approval – Exhibit C).

The proposal was presented to the community on May 9, 2008, and was reviewed by the Planning Commission on June 5, 2008 as a study session item. Community members and the Planning Commission were supportive of the use and proposed design. Several speakers felt that a five-story building was not appropriate at the proposed location given that no other five-story buildings were in close proximity to the site. The Planning Commission felt that the mass of the roof should be modified, additional open space provided, and an additional canopy tree added to provide adequate shading to pedestrians. The location of loading zones, lack of available on-street parking spaces for nearby religious services, and an increase in traffic were other concerns raised.

In response, the applicant has revised the conceptual drawings by stepping back the 4th and 5th floors on both Elm and 37th Street and increased the amount of useable open space from 13 feet to 20 feet in width at the rear of the building.

A traffic study and shade and shadow study submitted by the applicant, addressed issues with respect to shade, parking, and vehicle trips. With the reconfiguration of the Temple parking lot and with the use of valet services, the study shows that no significant impact to traffic or parking is expected with the new senior facility. The shade and shadow study shows that the impact to adjacent buildings due to shadows would be minimal (See attached – Exhibit D).

With the proposed changes to the elevations, staff believes that the applicant addressed Planning Commission, staff and residents concerns in regards to the height by breaking up the mass of the building and providing additional open space for tenants. Therefore, staff believes the changes to the design will allow the building to blend more appropriately with the heights of nearby residential and religious land uses and supports the current design.

In summary, the proposed 5-story, 65-unit senior assisted living facility will be constructed on a currently under utilized lot. Staff believes the project will have a positive effect on the community by providing much needed senior housing, and by improving a vacant lot with a high quality building situated near public transportation, hospitals, and shopping. Staff recommends that the Planning Commission approve the Site Plan Review, Conditional Use Permit, Vesting Tentative Map, certify the Negative Declaration and recommend approval of the General Plan Amendment and Zone Change to City Council.

PUBLIC HEARING NOTICE

Public Hearing Notices were distributed on August 6, 2008. Staff has received response to comments, but anticipates receiving 10-12 by the time of the hearing.

ENVIRONMENTAL REVIEW

In accordance with the Guidelines for Implementation of the California Environmental Quality Act, a Negative Declaration (11-08) has been prepared for the proposed project (Exhibit E).

Respectfully submitted,

CRAIG BECK
DIRECTOR OF DEVELOPMENT SERVICES

CB:GC:DB:SV

Exhibits:

A. Location Map
B. Plans and Photographs
C. Findings and Conditions of Approval
D. Traffic and Shade and Shadow Study
E. Negative Declaration 11-08

EXHIBIT B

Findings

Application No. 0803-05
Date: August 21, 2008

GENERAL PLAN AMENDMENT

A. The proposed amendment conforms to the population, housing, design/architecture, and neighborhood preservation/enhancement goals of the General Plan, as detailed in the Land Use Element and other elements of the General Plan.

Temple Beth Shalom is proposing to develop a five-story, 65-unit senior assisted living facility at 3635 Elm Avenue, at the southwest corner of Elm Avenue and East 37th Street. The Project will provide high quality, comfortable accommodations for Long Beach's senior citizens and will incorporate substantial open space and generous amenities for residents. Building amenities include a gym, library, bistro, garden room, hair salon and landscaped courtyard with water treatments. Eleven percent of the site's base density would be allocated to affordable units set aside for very low Income residents, with the goal of establishing a stable mixed income senior community.

The site is currently zone R-3-S and is located within the General Plan's Land Use District No.3B. The applicant is requesting a change in the underlying zoning to R-4-U, to allow for an increase in height and density with the provision of a density bonus as provided by State Law (SB 1818). The proposal also requires a change in the General Plan from LUD 3B to LUD 5 to allow consistency with the proposed R-4-U zoning designation, which implements LUD-5.

LUD No.5 reflects the land use patterns and trends in the vicinity of the site, and therefore furthers the purpose, intent and provisions of the General Plan.

The requested General Plan Amendment advances the following goals, objectives and policies with respect to population, housing, design and architecture, and preservation and enhancement of neighborhoods:

Housing Element Population and Housing Goals and Objectives

Goal #2:	Provide increased opportunities for the construction of high quality new housing.
Policy 2.1	Provide adequate sites, zoned at the appropriate densities, to facilitate the housing production and affordability goals set forth in the 1998-2005 Regional Housing Needs Assessment.
Goal #4:	Address the unique housing needs and circumstances of special needs populations.
Policy 4.2	Integrate and disperse special needs housing within the community and in close proximity to transit and public services.
Policy 4.4	Continue to implement the City's density bonus program to provide incentives for the provision of housing that is accessible and affordable to seniors and disabled persons.
Policy 4.6	Proactively seek out new models and approaches in the provision of affordable housing, such as co-housing and assisted living facilities.

The proposed project will provide much needed market-rate and affordable senior housing units, in direct support of the goals and policies of the Housing Element of the General Plan. The project will also allow the city to move closer to meeting its required RHNA goals in conformance with Policy 2.1. In addition, the project will help serve a needy population of lower-income seniors, in conformance with Policy 4.6. The project will also implement Policy 4.3 by being situated in close proximity to public transit lines along Long Beach Boulevard. Finally, by utilizing the City's density bonus program to develop a functional, integrated, mixed income senior residential community, the project directly supports Policy 4.4. Thus, approval of the General Plan Amendment would substantially conform to the purposes, intent and provisions of the General Plan.

Design, Architecture and Neighborhood Preservation/Enhancement Goals and Policies

Housing Element

Goal #2: Provide increased opportunities for the construction of high quality new housing.

Policy 2.3 Encourage new high quality rental and ownership housing through the implementation of design review guidelines and architectural standards.

Land Use Element

Goal: All residential projects [must] make a positive contribution to the neighborhood in which they are to be located, and provide a comfortable and salutary lifestyle for their occupants.

The proposed amendments to the General Plan will allow for the rezoning of a 0.55 acre property at the requested R-4-U zone, thereby allowing for the placement of 59 market-rate senior assisted living units, 6 very low Income senior assisted living units and extensive residential amenities, which include a gym, library, bistro, hair salon, garden room and landscaped courtyard with water treatments. The proposed 63 ft, five story building will be designed with step backs from the 4th and 5th floors and will be articulated with architectural variations along the street frontages to softened the height of the building, and reduce the mass, thus allowing the building to blend better with adjacent one and two story building. The project also includes extensively landscaped yards, which further allows the project to blend with the neighborhood.

The project as proposed will provide parking in excess of City requirements in a single level subterranean garage. In addition, the parking lot for the adjacent Temple facility will be re-striped to replace the 20 parking spaces lost as part of the proposal. With the modification to the temple parking lot, along with the proposed 65 spaces there will be minimal impact to surrounding intersections or to on-street parking. This is justified by a traffic report prepared by Overland Traffic Consultants which shows a low trip generation estimates for the proposed assisted living facility. The project has specifically been designed to ensure that delivery trucks can pull into the driveway between the proposed project and Temple to prevent queuing on adjacent streets.

Once developed, the proposed project with all the amenities described above will provide for a comfortable and salutary lifestyle for all occupants. This satisfies the goal of the Land Use Element and thus, would substantially conform to the purposes, intent and provisions of the General Plan.

ZONE CHANGE FINDINGS

A. The proposed change will not adversely affect the character, livability or appropriate development of the surrounding area; and

The proposed change will not adversely affect the character, livability or appropriate development of the surrounding area. The project site is located on the corner of Elm and 37th Street on a vacant piece of property and near many multi-family uses. Many of the residential buildings are three stories in height with additional mass added through architectural projects or elevator shafts, which are allowed by zoning ordinance. There is also a 14 story commercial building situated one block east of the site, along Long Beach Boulevard that exceeds the project's height and is clearly visible from the project site. There are single-family residential neighborhoods just north of the project site, but no such uses exist on the block where the site is located.

The requested zone change will allow an additional three stories in height beyond what is currently allowed in the area. Staff believes that the project's building design with the proposed step backs at the 4th and 5th floor will allow the building to blend with adjacent two story buildings. Furthermore, the high quality materials used will aesthetically improve the currently unimproved lot. A shade-shadow study also demonstrates that the proposal would not cast significant shadows on any adjacent buildings during the summer and winter solstice.

B. The proposed project is consistent with the goals, objectives and provisions of the General Plan.

The proposed project advances the following goals, objectives and policies with respect to population, housing, design and architecture, and preservation and enhancement of neighborhoods:

Housing Element Population and Housing Goals and Objectives

Goal #2:	Provide increased opportunities for the construction of high quality new housing.
Policy 2.1	Provide adequate sites, zoned at the appropriate densities, to facilitate the housing production and affordability goals set forth in the 1998-2005 Regional Housing Needs Assessment.
Goal #4:	Address the unique housing needs and circumstances of special needs populations.
Policy 4.2	Integrate and disperse special needs housing within the community and in close proximity to transit and public services.
Policy 4.4	Continue to implement the City's density bonus program to provide incentives for the provision of housing that is accessible and affordable to seniors and disabled persons.
Policy 4.6	Proactively seek out new models and approaches in the provision of affordable housing, such as co-housing and assisted living facilities.

Design, Architecture and Neighborhood Preservation/Enhancement Goals and Policies

Housing Element

Goal #2: Provide increased opportunities for the construction of high quality new housing.

Policy 2.3 Encourage new high quality rental and ownership housing through the implementation of design review guidelines and architectural standards.

Land Use Element

Goal: All residential projects [must] make a positive contribution to the neighborhood in which they are to be located, and provide a comfortable and salutary lifestyle for their occupants.

As an assisted living facility with an affordable component, the proposed project will help serve the City's population of lower-income seniors, with the utilization of a 35% density bonus. The project is also located near a public transit line along Long Beach Blvd, which satisfy the goals and objective of the housing element to be near public services. The project will further implement this goal by providing a shuttle service for project residents and seniors living near the project site. The proposed services offered by the facility coupled with extensively landscaped yards and a building design that reduces the visual impact along the frontages by stepping back the 4th and 5th floors. Once developed, the project will provide high quality, comfortable accommodations for Long Beach's senior citizens and contribute to the neighborhood by offering an aesthetically pleasing design that blends well with existing residential and commercial uses in the vicinity, which is in direct support of the goals and objectives of the General Plan.

CONDITIONAL USE PERMIT FINDINGS

A. The approval is consistent with and carries out the General Plan, any applicable specific plans such as the local coastal program and all zoning regulations of the applicable district;

The proposed project advances the goals, objectives and provisions of the General Plan by providing needed market-rate and affordable senior housing in a desirable location. The proposal will be consistent with the applicable zoning regulations after the requested zone change. The project is not within any specific plan or coastal areas.

The Project's height of 63 feet and density of 48 units will comply with the zoning regulations of the R-4-U zone. In exchange for setting aside 11 percent of the base density units for Very Low Income senior residents, the Applicant will be permitted to increase the Project's density by 35%, in conformance with the density bonus mandated by Senate Bill 1818.1

B. The proposed use will not be detrimental to the surrounding community including public health, safety or general welfare, environmental quality or quality of life; and

The proposed project will provide much needed affordable and senior housing for elderly residents without causing any detriment to the surrounding community. Environmental

issues have been thoroughly evaluated in the project's Mitigated Negative Declaration. Also a traffic study prepared by Overland Traffic consultants, shows that there would be an increase in daily trips onsite, but no significant impacts could be expected. Furthermore, staff anticipates that very few seniors' tenants would be driving to and from the facility. Therefore the offering of a shuttle service to its tenants would help mitigate any traffic or parking impacts common with new residential construction. No adverse noise or shade-shadow impacts will be generated.

C. The approval is in compliance with the special conditions for specific conditional uses, as listed in Chapter 21.52

LBMC Section 21.52.271 – Special Group Residences

1. **In a residential zone, special group housing shall be limited to the density allowed by the underlying zone district multiplied by the number indicated in Table 52-2. In congregate care facilities, each bedroom with one or two (2) beds shall count as a unit when calculating density. In bedrooms with more than two (2) beds, each bed shall count as a unit. This shall be the maximum permitted density. The Planning Commission may require a lower density as the situation requires. In a nonresidential zone, density shall be limited to one unit per two hundred (200) square feet of lot area;**

Following the approval of the requested zone change to R-4-U, the applicant would be permitted to double the Project's by-right density of 48 units by utilizing the provisions of Section 21.52.71 A of the Long Beach Municipal Code, resulting in a total of 96 permitted units. Instead, the Applicant has volunteered to utilize the City's density bonus ordinance to increase the base density by only 35%, resulting in a total of 65 units. Utilization of the SB 1818 density bonus in lieu of the City's senior housing density allowance would result in the provision of 6 units reserved for Very Low Income senior residents (making no more than 50% of the area median income). As a result, the project will comply with all applicable density provisions of the LBMC, but will also be more compatible with the neighborhood in terms of size and scale and will offer more diverse high-quality housing options to a more diverse range of the City's senior citizen population

2. **In a residential district, no other similar facility may be in operation within one-half (1/2) mile of the proposed project site. If the use is a fraternity or sorority, the use shall be sufficiently isolated from other residential uses so as not to potentially disturb the neighborhood;**

One other facility exists with a one-half mile of the proposed Project site, the Bixby Knolls Towers. That facility offers senior assisted living, but at a much more institutional setting than the proposed project. For example, unlike the proposed project, Bixby Knolls also has a large skilled nursing facility with 99 beds geared towards seniors needing a much higher degree of medical assistance than will be the case with the proposed project. Since one other facility is within a half-mile radius of the project site, staff requests that the Planning Commission waive this requirement since there is a demonstrable need in the city for additional senior housing units to accommodate the increased demand associated with the aging baby boom generation.

3. **Consideration of the conditional use permit shall address crime rate, concentration of similar uses, and the style and scale of the proposed building in relation to other buildings in the immediate vicinity;**

Senior housing projects do not increase crime, noise or other undesirable community impacts in any significant way, according to the Long Beach Police Department. Conditions of approval added to the proposal by the Police Department were added as a means to protect the safety of the tenants.

Staff believes the proposed project is ideally situated for a senior housing facility as it is in close proximity to religious institutions, hospitals, public transportation and education institutions, thereby enabling project residents to walk to their respective houses of worship.

The size and scale of the proposed project will be similar to many multi-family uses, including buildings located on Elm Avenue immediately south of Temple Beth Shalom and the building on the corner of Linden and East 37th Street. Several other building located on the major commercial corridor on Long Beach Blvd, which are looming in the background of the proposed site range from 9 to 14 stories tall. . Given the proximity of other multi-family uses, senior housing uses, mid- to high-rise buildings, and houses of worship, the Site is an appropriate location for the proposed project.

4. **The applicant shall provide evidence that the use will remain as that use applied for through deed restriction or other method suitable to the Planning Commission;**

The applicant will restrict the use of the project to senior citizen residents through recordation of a covenant. Additionally, as required by Senate Bill 1818, the 6 affordable units will be restricted to Very Low Income residents through recordation of a covenant as well.

5. **Each facility shall provide not less than three hundred (300) square feet of common open space and one hundred fifty (150) square feet of usable open space per unit or room. Of the one hundred fifty (150) square feet, not less than fifty (50) square feet shall be private open space, and the remainder may be common open space added to the required three hundred (300) square feet of common open space;**

The proposalroject will provide approximately 16,271 square feet of combined common and private open space – well in excess of the 9,750 square feet of required open space (calculated at 150 square feet per unit X 65 units = 9,750 square feet of required open space). Moreover, the project will include numerous high-quality residential amenities located in the common open space areas, including a gym, library, hair salon, bistro, and garden room. These amenities will create a peaceful and hospitable environment for project residents. Given the special need for senior assisted living facilities to provide extensive communal open space areas for residents, the project will not provide at least 50 square feet of private open space per unit, and the applicant is requesting a waiver of this requirement as part of the Site Plan Review approval process. Staff supports this

waiver given that more than adequate open spaces is being provided.

6. **The facility shall be located within one thousand feet (1,000') by legal pedestrian route to a public transit stop; and**

The proposal is located approximately 850 feet (measured along the sidewalks fronting on Elm Avenue, East 37th Street, and Long Beach Boulevard) from the intersection of Long Beach Boulevard and East Cameron Place, where Long Beach Transit routes 51 and 52 both stop. In addition to public transit options, the Applicant will provide a free shuttle service for both project residents and senior citizens living in the vicinity.

7. **Parking and loading shall be provided as required by Chapter 21.41 (Off-Street Parking and Loading Requirements).**

One parking space for each market rate senior unit, and one-half space for each affordable unit is required, for a total of 62 required parking spaces (59 market rate units X 1 space = 59 spaces + 6 affordable units X ½ space = 3 spaces = 62 total parking spaces). The project would provide 65 total parking spaces, thus exceeding LBMC requirements. In addition to ensuring that the project itself will include sufficient parking, the applicant will reconfigure its existing parking lot to provide a net increase of 2 parking spaces for the Temple.

VESTING PARCEL MAP FINDINGS

A. That the proposed map is consistent with applicable general and specific plans;

The requested vesting parcel map will create a separate legal parcel by subdividing the current property into two lots. The newly created parcel will conform to all of the all zoning regulations pertaining to minimum lot size, and following the approval of the requested zone change and General Plan amendment, will be consistent with the City's General Plan.

B. That the design or improvement of the proposed subdivision is consistent with applicable general and specific plans;

The vesting parcel map will allow for the creation of two legal parcels, for the purpose of developing the proposed project. No new road, utilities or other public improvements are proposed in conjunction with this subdivision. With the proposed zone change and amendment to the General Plan, a minimum lot size of 22,500 square foot lot is allowed in the proposed R-4-U zone. With a proposal to create a 24,175 square foot lot, the subdivision is consistent with the General Plan.

C. That the site is physically suitable for the type of development;

The slightly sloping site is currently vacant and according to the prepared Mitigated Negative Declaration is not located in any hazard areas. Aside from the excavation required for the project's subterranean garage, no changes to the site's topography are proposed. As such, the Ssite is physically suitable for the proposed project.

***D.* That the site is physically suitable for the proposed density of development;**

The proposed site is vacant and currently zoned R-3-S. The R-3-S zoning district and the underlying Land Use District No. 3B allow for a maximum density of 30 dwelling units per acre. With a 0.55-acre lot, a total of 16 units would be allowed without the provisions of a density bonus. With the provisions of a 35% density bonus a total of 22 units would be allowed in the current zone. The change of zone from a R-3-S to an R-4-U would allow an additional 26 units at the project site without a density bonus, with a density bonus an additional 43 units would be allowed under the requested R-4-U zoning designation. The site is physically suitable for the proposed density of development when utilizing SB 1818 mandated incentives. These incentives allow the applicant to reduce the side yard setback on 37th Street from 10 feet to 7 feet, and the rear yard setback from 20' to 13'1". These side and rear yard reductions are necessary to increase the building footprint to make development of the affordable units feasible. If only one of the yards were waived the full amount of affordable units could not be provided. Accordingly, SB 1818 and the City's implementing ordinance entitle the applicant to utilize the requested side and rear yard reductions as the project's two development incentives, thus allowing the site to be suitable at the proposed density.

E. That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantial and avoidable injury to fish and wildlife or their habitat;

The site is located in an urbanized area, away from nearby lakes or streams- no harm to fish or wildlife habitat is anticipated.

F. That the design of the subdivision or the type of improvement is not likely to cause serious public health or safety problems; and

The design of the project and subdivision will conform to the requirements of the Long Beach Municipal code and will not cause serious public health or safety problems.

G. That the design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

There are no public easements across the site; therefore the requested vesting parcel map will not create any conflicts regarding the use of or access through the site.

SITE PLAN REVIEW FINDINGS

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 project is located near single family, multi-family and religious use buildings. Many of the buildings in the area were approved with two story buildings. However, some of the residential and religious buildings exceed the 25' maximum building height through allowable height exceptions, such as architectural projections and elevator shafts. These projections do not count toward the maximum height, but do provide additional building mass when designed poorly.

The applicant is proposing a 63 ft, five-story senior assisted living building that is setback

along Elm Avenue and East 37th Street to reduce potential visual impacts along street frontages. The proposed building setbacks, along with the step backs in the building from the at the 4th and 5th floors help to reduce the mass of the building and soften the height of the building, thereby allowing the building to be more compatible in scale with neighboring structures. The varying articulation, in conjunction with the use of high quality materials is expected to aesthetically improve the surrounding neighborhood, thus allowing for a design that is harmonious, consistent and complete.

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;**

The proposed project is designed to conform to the residential development standards of the R-4-U zoning district with density bonus development incentives for reduce side and rear yard setbacks. There are no relevant special design guidelines for a senior facility.

C. The design will not remove significant mature trees or street trees, unless no alternative design is possible;

The development of the project will necessitate the removal of the existing trees on the Site, primarily due to the excavation required to build the subterranean garage. However, none are of special significance. All trees removed from the site will be replaced with mature palm and canopy trees. The new landscaping will ultimately enhance the appearance of the site and the surrounding neighborhood.

D. There is an essential nexus between the public improvement requirements established by this ordinance and the likely impacts of the proposed development; and

There are no required Right of Way dedications. All public improvements are related to the project.

E. The project conforms with all requirements set forth in chapter 21.64 (transportation demand management), which requirements are summarized in table 25 1 as follows:

The project will only contain residential floor area, this requirement does not apply.

CONDITIONS OF APPROVAL
Application No. 0803-05
Date: August 21,2008

1. This permit and all development rights hereunder shall terminate one year from the effective date (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date) of this permit unless construction is commenced, a business license establishing the use is obtained or a time extension is granted, based on a written and approved request submitted prior to the expiration of the one 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 form the effective date of approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date). 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 Zoning Administrator.

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

SPECIAL CONDITIONS

5. The applicant shall comply with the following conditions to the satisfaction of the Director of Development Services:

   a. A minimum 4-foot in height wrought iron fence shall be provided above the existing fence on 37th Street for added safety.

   b. Prior to the issuance of a certificate of occupancy, the temple parking lot shall be reconfigured to provide for an additional 20 parking stalls.

   c. Prior to the issuance of a building permit the applicant shall restrict the use of the property to senior citizen residents through recordation of a deed restriction. Additionally, as required by Senate Bill 1818, the 6 affordable units will be restricted to very low Income residents through recordation of a deed restriction.

d. The applicant shall provide for the use of a valet service to both the project tenants and temple guests during religious holiday's and/or on special events.

e. Prior to the issuance of a building permit, the applicant shall demonstrate to the satisfaction of the Director of Development Services that all best efforts have been undertaken to achieve LEED certification for the Senior Assisted Living facility.

MITIGATION MEASURES

6. The Director of Development Services is authorized to approve minor modifications to the approved design plans or to any of the conditions of approval if such modifications shall not significantly change/alter the approved design/project and if no detrimental effects to neighboring properties are caused by said modifications. Any major modifications shall be reviewed by the Zoning Administrator or Planning Commission, respectively.

7. Prior to the issuance of any demolition or building permits, the applicant shall prepare a "Construction Staging and Management Plan" to be approved by the Director of Development Services or their designee. The Plan shall indicate:
   - Entry and exit points for construction employees
   - Parking for construction employees
   - Temporary construction office location
   - Construction equipment staging area
   - Demolition materials storage area
   - Construction materials storage area
   - Screening for the project site and all storage and staging areas (temporary fencing with opaque material) Details of the Construction Staging and Management Plan shall be included on all final grading and construction plans.

8. Prior to the issuance of any building permits, the applicant shall demonstrate on the final project plans that all exterior lighting fixtures and light standards shall be shielded and shall be located and installed to prevent spillover of light onto the surrounding properties and roadways.

9. Prior to the issuance of any building permits, the applicant shall demonstrate on the final project plans that minimally reflective glass and other building materials will be incorporated on the building exteriors in order to reduce reflective glare. The use of glass with over 25 percent reflectivity shall be prohibited.

10. As required by South Coast Air Quality Management District Rule 403 - Fugitive Dust, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. The measures shall be printed on the final grading and construction plans. They include the following:
    - Application of soil stabilizers to inactive construction areas.
    - Quick replacement of ground cover in disturbed areas (as applicable).
    - Watering of exposed surfaces twice daily.
    - Watering of all unpaved haul roads three times daily.
    - Covering all stock piles with tarp.

- Reduction of vehicle speed on unpaved roads.
- Post sign on-site limiting traffic to 15 miles per hour or less.
- Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads.
- Cover or have water applied to the exposed surface of all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas.

11. Prior to the release of the grading permit, the applicant shall prepare and submit a Storm Drain Master Plan to identify all storm run-off and methods of proposed discharge. The Plan shall be approved by all impacted agencies.

12. Prior to the release of any grading or building permit, the project plans shall include a narrative discussion of the rationale used for selecting or rejecting BMPs. The project architect or engineer of record, or authorized qualified designee, shall sign a statement on the plans to the effect: "As the architect/engineer of record, I have selected appropriate BMPs to effectively minimize the negative impacts of this project's construction activities on storm water quality. The project owner and contractor are aware that the selected BMPs must be installed, monitored and maintained to ensure their effectiveness. The BMPs not selected for implementation are redundant or deemed not applicable to the proposed construction activities." (Source: Section 18.95.050 of the Long Beach Municipal Code).

13. Any person(s) associated with the proposed project shall only operate or permit the operation of any tools or equipment used for site preparation, construction or any other related building activity that produces loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the following hours:
    - Weekdays 7:00am to 7:00pm Sundays No work permitted
    - Saturdays 9:00am to 6:00pm Holidays No work permitted.
    - The only exception shall be if the Building Official gives authorization for emergency work at the project site.

GENERAL CONDITIONS

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

15. 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.

16. Prior to the issuance of a building permit, the applicant must submit complete landscape 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.

17. 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.

18. 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.

19. 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).

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

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

22. 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.

23. 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.

24. 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.

25. 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. Please contact Ken Huang at 562-570-6423 for details.

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

27. 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.

28. 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. Contact Sean Daughtery at 562-570-7087 for details.

29. 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.

30. The Director of Development Services is authorized to make minor modifications to the approved preliminary plans or any of the conditions if such modifications shall achieve substantially the same results, as would strict compliance with said plans and conditions.

31. 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

32. The applicant shall comply with the following conditions to the satisfaction of the Director of Public Works:

a. The final map shall be based upon criteria established by the Director of Public Works.
b. Prior to final map approval, the Subdivider shall obtain utility clearance letters for any public entity or public utility holding any interest in the subdivision as required by the Subdivision Map Act.
c. All required facilities required by the Department of Public Works not in place and accepted prior to final map approval must be guaranteed by instrument of credit or bond to the satisfaction of the Director of Public Works.
d. The Developer shall reconstruct deteriorated, uplifted, or depressed sections of sidewalk along the perimeter of the project site to the satisfaction of the Director of Public Works.
e. The Subdivider/Developer shall construct all off-site improvements needed 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.
f. The Subdivider/Developer shall provide new street trees with root barriers and irrigation along 37th Street, adjacent to the project site. The Developer and/or successors shall privately maintain all street trees, landscaping and sprinkler systems required in connection with this project.
g. The Subdivider/Developer shall contact the Street Tree Division of the Department of Public Works, at (562) 570-2770, prior to beginning the tree planting, landscaping, and irrigation system work on 37th Street. The Street Tree Division will assist with the size, type and manner in which the street trees are to be installed.
h. The Subdivider/Developer shall submit grading plan with hydrology and hydraulic calculations showing building elevations and drainage pattern and slopes for review and approval by the Director of Planning and Building Services and the Director of Public Works prior to approval of the map and/or release of any building permit.
i. The Subdivider/Developer shall submit a drainage plan for approval by Public Works prior to issuance of a building permit.
j. Public improvements shall be constructed in accordance with approved plans. Detailed off-site improvement plans shall be submitted to the Department of Public Works for review and approval.
k. The Subdivider/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. Any such off-site improvements found damaged by the construction of the on-site improvements shall be repaired or replaced by the Subdivider to the satisfaction of the Director of Public Works.
l. The Subdivider/Developer shall remove unused driveways 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. 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 and Transportation Bureau at (562) 570-6331 to request additional information regarding driveway construction requirements.

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

n. All rough grading shall be completed prior to the approval of the final map. No cross-lot drainage will be permitted. Existing cross-lot drainage problems shall be corrected to the satisfaction of the Director of Public Works prior to approval of the final map approval.

o. The Subdivider/Developer shall install a "R3-5" (Right-Turn Only) sign on the sidewalk at the driveway exiting onto 37th Street viewable by cars exiting that driveway, to the satisfaction of the City Traffic Engineer.

p. The Subdivider/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.

q. The Subdivider/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.

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

s. 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), 2003 edition (i.e., white parking stalls, stop signs, entry treatment signage, handicapped signage, etc.).

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

u. The Subdivider/Developer and successors shall be responsible for the maintenance of the site drainage system and for the operation and maintenance of the private sewer connection to the public sewer in the abutting public right-of-way, and for the maintenance of the sidewalk, parkway, street trees and other landscaping, including irrigation, within and along the adjacent public right-of-way. Such responsibilities shall be enumerated and specified in the project "Conditions, Covenants and Restrictions", and a recorded copy of said document shall be provided to the Director of Public Works.

33. Prior to issuance of a building permit, the applicant shall submit a lighting and security plan to the satisfaction of the Police Department. Please contact Harry Erickson at (562) 570-7448 for assistance. Please see TAC comments.

34. Prior to issuance of a building permit, please contact Mike Zukoski at (562) 570-2038 for information on gas meter location requirements.

35. Please contact Larry Oaks of the Water Department for sewer and water line information at (562) 570-2382. See TAC comments.

36. The applicant shall defend, indemnify, and hold harmless the City of Long Beach, its agents, officers, and employees from any claim, action, or proceeding

against the City of Long Beach or its agents, officers, or employees brought to attack, set aside, void, or annul an approval of the City of Long Beach, its advisory agencies, commissions, or legislative body concerning this project. The City of Long Beach will promptly notify the applicant of any such claim, action, or proceeding against the City of Long Beach and will cooperate fully in the defense. If the City of Long Beach fails to promptly notify the applicant of any such claim, action or proceeding or fails to cooperate fully in the defense, the applicant shall not, thereafter, be responsible to defend, indemnify, or hold harmless the City of Long Beach.

Exhibit C

CITY OF LONG BEACH

LONG BEACH DEVELOPMENT SERVICES

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

PLANNING BUREAU/COMMUNITY DESIGN & DEVELOPMENT DIVISION

APPLICATION FOR APPEAL

An appeal is hereby made to Your Honorable Body from the decision of the

- ☐ **Zoning Administrator**
- ☒ **Planning Commission**
- ☐ **Cultural Heritage Commission**
- ☐ **Site Plan Review Committee**

on the 21 day of August, 2008

Appellant(s): DEAN TOJI, SCOTT FITZGERALD, DONALD SMITH

Project Address: 3635 Elm Ave

Project Description: Case No. 0803-05 SENIOR COMMUNITY HOUSING

Reasons for Appeal: see Attached

Your appellant herein respectfully requests that Your Honorable Body reject the decision and ☐ Approve ☒ Deny this application.

Appellant(s) Contact Information

	Appellant 1	Appellant 2	Appellant 3
Name:	Dean Toji	SCOTT FITZGERALD	Donald Smith
Address:	3737 Elm Ave	3716 ELM AVE	3742 Elm
City/ZIP:	Long Beach 90807	LONG BEACH 90807	Long Beach 90807
Phone:	562/427-3773	562 427 5780	562-997-0226
Signature:			

(Staff Use Only Below This Line)

Received by: SV Case No.: 0803-05 Date of Appeal: 8/29/08

Materials Required: ☐ Plans ☐ Photographs ☐ Special Materials

Fee: 50 ☒ Fee Paid Date of Appeal Hearing: OCT 14, 2008

CITY OF LONG BEACH

LONG BEACH DEVELOPMENT SERVICES

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

PLANNING BUREAU/COMMUNITY DESIGN & DEVELOPMENT DIVISION

APPLICATION FOR APPEAL

An appeal is hereby made to Your Honorable Body from the decision of the

- ☐ **Zoning Administrator**
- ☒ **Planning Commission**
- ☐ **Cultural Heritage Commission**
- ☐ **Site Plan Review Committee**

on the 21ST day of AUGUST, 20 08

Appellant(s): ODETTE PERREAULT, ROBERT WILLIAMS, LB NEIGHBORHOODS FIRST

Project Address: 3635 ELM AVE, LONG BEACH CA 90807

Project Description: APPLICATION 0803-05 SENIOR COMMUNITY HOUSING

Reasons for Appeal: See ATTACHED

Your appellant herein respectfully requests that Your Honorable Body reject the decision and ☐ Approve ☒ Deny this application.

Appellant(s) Contact Information

	Appellant 1	Appellant 2	Appellant 3
Name:	Odette Perreault	Robert Williams	LB Neighborhoods First
Address:	3695 Linden #6C	3839 Linden Ave	3156 Pine
City/ZIP:	Long Beach 90807	Long Beach 90807	Long Beach 90807
Phone:	(562) 997-1035	310 813-1766	(562) 881-4349
Signature:	O. Perreault	R Williams	

(Staff Use Only Below This Line)

Received by: SV Case No.: 0803-05 Date of Appeal: 8/29/08

Materials Required: ☐ Plans ☐ Photographs ☐ Special Materials

Fee: 50 ☒ Fee Paid Date of Appeal Hearing: OCTOBER 14, 2008

CITY OF LONG BEACH

LONG BEACH DEVELOPMENT SERVICES

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

PLANNING BUREAU/COMMUNITY DESIGN & DEVELOPMENT DIVISION

APPLICATION FOR APPEAL

An appeal is hereby made to Your Honorable Body from the decision of the

- ☐ **Zoning Administrator**
- ☒ **Planning Commission**
- ☐ **Cultural Heritage Commission**
- ☐ **Site Plan Review Committee**

on the 21ST day of AUGUST, 20 08

Appellant(s): JAMES F. HANNIGAN, RESIDENTS OF CHATEAU THIERRY, JERRY GREENLY

Project Address: 3635 ELM AVE. LONG BEACH CA 90807

Project Description: APPLICATION 0803-05 SENIOR COMMUNITY HOUSING

Reasons for Appeal: See ATTACHED

Your appellant herein respectfully requests that Your Honorable Body reject the decision and ☐ Approve ☒ Deny this application.

Appellant(s) Contact Information

	Appellant 1	Appellant 2	Appellant 3
Name:	James Hannigan	Residents of Chateau Thierry	JERRY GREENLY
Address:	3732 Elm Ave	3695 Linden #6C	3740 ELM AVE
City/ZIP:	Long Beach CA 90807	Long Beach 90807	LONG BEACH 90807
Phone:	562 305 0816	(562) 997-1035	562-424-1718
Signature:	James F. Hannigan	D. Ferreau	Jerry M. Greenly

(Staff Use Only Below This Line)

Received by: SV Case No.: 0803-05 Date of Appeal: 8/29/08

Materials Required: ☐ Plans ☐ Photographs ☐ Special Materials

Fee: $0 ☒ Fee Paid Date of Appeal Hearing: OCTOBER 14, 2008

APPLICATION FOR APPEAL
Application No 0803-05

Reasons for Appeal

1) A formal Environmental Impact Report is necessary
2) The Mitigated Negative Declaration (11-08) is inadequate and unacceptable
3) The change in zoning is Spot Zoning
4) Adverse local and citywide precedent(s)
5) General Plan Amendment –Land Use District #3B to #5 is not appropriate
6) Re-zoning is not appropriate
7) Objections to granting Conditional Use Permit
8) Objections to Site Plan Review
9) Objections to Vesting Tentative Parcel Map
10) Objections to Conditions of Approval to Application No 0803-05 dated 8/21/08
11) Objections to Findings to Application No 0803-05 dated 8/21/08
12) Objections to Statements of building quality
13) Objections to Validity of Financial Assertions
14) Proximal voice has been minimized
15) Inadequacy, inaccuracy of Traffic Study
16) Inadequate Parking
17) Excessive Density
18) Local infrastructure inadequate
19) Objections to Attractive use arguments
20) Objections to Self-imposed conditions as justifying variance(s) entitlement(s)
21) Inadequate consideration of public comment
22) Lack of access to records of relevant public proceeding (Study Session)
23) Objections to assertions of experience and qualification

Exhibit D

CITY OF LONG BEACH

Long Beach Development Services

333 West Ocean Boulevard, 5th Floor Long Beach, CA 90802 (562) 570-6571 FAX (562) 570-6068

$50.00 FILING FEE

NOTICE OF INTENT TO ADOPT

ORIGINAL FILED

OCT 22 2008

LOS ANGELES, COUNTY CLERK

To: Office of the County Clerk
Environmental Filings
12400 E. Imperial Highway, Room 2001
Norwalk, CA 90650

From: Long Beach Development Services
Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

In conformance with Section 15082 of the State CEQA Guidelines, please post this notice for a period of 20 days. Enclosed is the required fee of $50.00 for processing.

Notice is hereby given that the Long Beach City Council, Lead Agency for this public hearing for CEQA purposes, proposes to adopt Mitigated Negative Declaration for the project listed below:

1. **Project Location:**

   3635 Elm Avenue

2. **Project Title:**

   Senior Community Housing

3. **Project Description:**

   Recirculation of Mitigated Negative Declaration 11-08 (with an amended Air Quality analysis) related to a proposed five-story, 65-unit senior assisted living facility. The facility would have one subterranean level of parking and would provide 65 on-site spaces. The required discretionary actions for the proposed project include: General Plan Amendment, Zone Change and a Site Plan Review.

4. Review period during which the Lead Agency will receive comments on the proposed Negative Declaration:

   Starting Date: October 22, 2008 Ending Date: November 10, 2008

5. Public Meeting of the City Council for ND 11-08:

   Date: November 11, 2008

   Time: 5:00 p.m.

   Location: City Council Chambers
   Long Beach City Hall
   333 West Ocean Boulevard, Plaza Level

6. Copies of the report and all referenced documents are available for review by contacting the undersigned, or on the web at: www.longbeach.gov/plan/pb/epd/er.asp.

7. The site is not on any list as enumerated under Section 65965.5 of the California Government Code.

8. The Initial Study may find significant adverse impacts to occur to the following resource areas:

   Aesthetics, Air Quality, Hydrology / Water Quality and Noise

For additional information contact:

Steve Valdez
Planner
333 W. Ocean Blvd., 5th Floor
Long Beach, CA 90802
(562) 570-6571

Senior Community Housing

RECIRCULATED
MITIGATED NEGATIVE DECLARATION 11-08

Prepared by:

City of Long Beach
Long Beach Development Services

INITIAL STUDY

Project Title:
Senior Community Housing

Lead agency name and address:
Long Beach Planning Commission
333 W. Ocean Boulevard, 4th Floor
Long Beach, CA 90802

Contact person and phone number:
Mark Hungerford
562-570-6439

Project location:
3635 Elm Avenue
Long Beach, CA 90807

Project Sponsor's name and contact information:
Bruce Labins
830 E. Santa Clara Street
Ventura, CA 93001
805-641-2310

General Plan:

CURRENT:
Land Use Designation (LUD) #3B: Moderate Density Residential
Moderate density residential which conforms in height and general exterior design to the low density neighborhoods which they may border.

PROPOSED:
Land Use Designation (LUD) #5: Urban High Density Residential District
High density residential emphasizing interactions among home, workplace, shopping and entertainment uses, with regional transportation facilities located nearby.

Zoning:

CURRENT:
R-3-S - Low density multi-family residential on small lots.

PROPOSED:
R-4-U - High density multi-family residential in an urban context.

Description of project:

This document is the recirculation of Mitigated Negative Declaration 11-08 with an amended Air Quality analysis for a proposed five-story senior assisted living facility. The project site is a .55-acre corner lot that is currently improved with a 20-space surface parking lot as well as a vacant portion that contains little vegetation. Please refer to Attachment A – Location Map.

The proposed senior assisted living facility would include a total of 65 units with a single-level subterranean parking garage. Sixty of the project's 65 parking spaces would be on the subterranean level and five spaces would be on the ground level. Access to the parking garage would be from two new ingress/egress driveways, one located off of Elm Avenue and the other located off of 37th Street. A landscaped, one-way driveway and new 6' sound wall would separate the facility from the land use to the west of the project site. All street frontages would feature a landscape buffer between the facility and the abutting rights-of-way.

Construction of the proposed facility would result in the removal of the aforementioned 20-stall parking lot currently used by Temple Beth Shalom, the land use located south of the project site. As part of the proposal, the subterranean parking garage would be used by both the senior living facility and the existing temple through a shared-parking agreement.

Under the proposed R-4-U zoning designation, the site would be able to accommodate a maximum of 48 residential units (1 unit per 500 square feet of land area). With the provision of a 35% density bonus for very low income residents, the total number of units is 65. Of those units, 35 would be studios, 20 would have one bedroom, and 10 would feature two bedrooms. All building amenities would be located on the first level and would include separate men's and women's gyms, three communal leisure rooms, a library, a barber/stylist area, and dining accommodations.

Requested entitlements for this project include a General Plan Amendment (from LUD #3B to LUD #5), a Zone Change (from R-3-S to R-4-U), a Conditional Use Permit (Special Group Residence in the R-4-U Zoning District), and a Site Plan Review (five or more units as part of one project).

The project applicant elected to submit supplemental information to the City in the areas of Aesthetics, Land Use Planning and Traffic/Transportation/Parking to support the conclusions of the environmental document. This submitted information has been included as Attachments B, F and G in the recirculated MND for the reader's benefit.

Public agencies whose approval is required:

Long Beach City Council at a scheduled public hearing on November 11, 2008

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

_X_ Aesthetics	___ Hazards & Hazardous Materials	___ Public Services
___ Agricultural Resources	___ Hydrology / Water Quality	___ Recreation
_X_ Air Quality	___ Land Use / Planning	___ Transportation
___ Biological Resources	___ Mineral Resources	___ Utilities
___ Cultural Resources	_X_ Noise	___ Mandatory Findings of Significance
___ Geology / Soils	___ Population / Housing	

DETERMINATION:

On the basis of this initial evaluation:

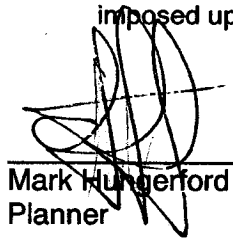
___ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

_X_ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

___ I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.

___ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

___ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIAVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Mark Hungerford
Planner

October 21, 2008
Date

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parenthesis following each question. A " No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evident that an effect may be significant. IF there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration; Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063©(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effect were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures. For effects that are "Less that Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the check list references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

a) The significance criteria or threshold. If any, used to evaluate each question; and

b) The mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☑	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☑	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☑	☐	☐
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☑
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☑
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☑	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☑	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☑	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☑	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☑
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☑
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☑
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☑
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☐	☑
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☐	☑
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☑
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☑
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☑	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a	☐	☐	☑	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
known fault? Refer to Division of Mines and Geology Special Publication 42.				
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☑
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☑	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☑
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑
VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☑
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☑	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
urbanized areas or where residences are intermixed with wildlands?				
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☑	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☑
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☑	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☑	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
substantial additional sources of polluted runoff?				
f) Otherwise substantially degrade water quality?	☐	☐	☑	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☑
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☑
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☑
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☑
IX. LAND USE AND PLANNING -- Would the project:				
a) Physically divide an established community?	☐	☐	☑	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☑	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☑
XI. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☑	☐	☐
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	☐	☑	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑
XII. POPULATION AND HOUSING - - Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☑	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☑	☐
Police protection?	☐	☐	☑	☐
Schools?	☐	☐	☑	☐
Parks?	☐	☐	☑	☐
Other public facilities?	☐	☐	☐	☑

XIV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☑	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☑	☐

XV. TRANSPORTATION / TRAFFIC
-- Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to	☐	☐	☑	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
capacity ratio on roads, or congestion at intersections)?				
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☑	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☑
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☑	☐
e) Result in inadequate emergency access?	☐	☐	☑	☐
f) Result in inadequate parking capacity?	☐	☐	☑	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☑
XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☑
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
construction of which could cause significant environmental effects?				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☑
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☑
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	☐	☐	☐	☑
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	☐	☐	☐	☑
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☑
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or	☐	☐	☑	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☑	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☑

DISCUSSION OF ENVIRONMENTAL IMPACTS

I. AESTHETICS

a. Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact.

The project site is located at the southwest corner of Elm Avenue and East 37th Street in an area of generally flat topography. At the western edge of the project site lays a 20-stall parking lot that serves the neighboring Temple Beth Shalom; the remaining land sits vacant. Measured from grade, the proposed five-story senior assisted living facility would stand 62'-3".

Because such a development would alter the appearance of the project site, the response to this question cannot be "no impact." However, development of the proposed project would not be anticipated to have a substantial adverse effect on a scenic vista as there are no notable natural resources or structures on or in the vicinity of the project site.

Supplemental information pertaining to Aesthetics was submitted by the project applicant to support the conclusions of this document. The information is included for the reader's benefit as Attachment B.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact.

The project site is located in an urbanized area that does not contain any natural scenic resources. While older buildings in proximity to the project site may have historical significance, none exist on the project site. Furthermore, the project site does not share frontage with a state scenic highway. Therefore the proposed project would not figure to damage any existing scenic resources.

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

Less Than Significant Impact With Mitigation Incorporated.

The proposed development has undergone several design changes from the original proposal. These changes, called out by staff during the process of preliminary project review, have been incorporated in revised plans as a means of creating variation in the vertical facades, softening the appearance of the building, and improving its overall aesthetic quality.

Because the 0.55-acre project site is currently undeveloped, construction of any new development would result in a potential for significant impacts to the area's visual character and overall quality. However, given the area's mixture of land uses and building heights, the proposed five-story senior assisted living facility appears consistent with the urbanized character of the neighborhood.

Development of the proposed project would involve excavation activities and a construction timeframe of approximately 15 months. There would be a potential for these activities to impact the uses surrounding the project site. The following mitigation measure will facilitate a minimum impact to the surroundings:

I-1 Prior to the issuance of any demolition or building permits, the applicant shall prepare a "Construction Staging and Management Plan" to be approved by the Director of Development Services or their designee. The Plan shall indicate:

- Entry and exit points for construction employees
- Parking for construction employees
- Temporary construction office location
- Construction equipment staging area
- Demolition materials storage area
- Construction materials storage area
- Screening for the project site and all storage and staging areas (temporary fencing with opaque material)

Details of the Construction Staging and Management Plan shall be included on all final grading and construction plans.

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

Less Than Significant Impact With Mitigation Incorporated.

Although the project site is located in an urban area with existing nighttime light sources, the following mitigation measure is included to ensure that

the proposed project will not adversely affect adjacent properties when it comes to light and/or glare issues:

I-2 Prior to the issuance of any building permits, the applicant shall demonstrate on the final project plans that all exterior lighting fixtures and light standards shall be shielded and shall be located and installed to prevent spillover of light onto the surrounding properties and roadways.

With regard to the building materials that may be incorporated into the proposed project, the following mitigation measure is included to ensure that the project will not adversely affect adjacent properties:

I-3 Prior to the issuance of any building permits, the applicant shall demonstrate on the final project plans that minimally reflective glass and other building materials will be incorporated on the building exteriors in order to reduce reflective glare. The use of glass with over 25 percent reflectivity shall be prohibited.

II. AGRICULTURE RESOURCES

No Impact. (for a, b and c)

The project site is located in an urban setting and there are no agricultural zones within the vicinity of the project. Development of the proposed project would have no effect upon agricultural resources within the City of Long Beach or any other neighboring city or county.

III. AIR QUALITY - AMENDED ANALYSIS

Mitigated Negative Declaration 11-08 originally circulated from July 31 to August 19, 2008. The document is being recirculated because the air quality section has been amended.

Background

The initial air quality analysis for Mitigated Negative Declaration 11-08 was prepared using URBEMIS 2002 Version 8.7.0 with regional emission thresholds of significance for southern California and information regarding construction activities for the proposed project. The initial analysis indicated the estimates for construction emissions would exceed the thresholds for NO_x and ROG. Subsequent communication from the South Coast Air Quality Management District (SCAQMD) regarding the proposed project and MND 11-08 gave the City cause to reexamine the

potential impacts to air quality. The SCAQMD correspondence, dated October 3, 2008, is included as Attachment C.

Amended Analysis

Taking the recommendations of the SCAQMD into consideration, the City determined new emission estimates for air quality with the following changes:

- URBEMIS 2007 Version 9.2.4, was implemented
- Local Significance Thresholds (LSTs) for Source Receptor Area (SRA) Zone No. 4 - South Coastal L.A. County, were used for NOx, CO, PM_{10} and $PM_{2.5}$. A 1-acre project site and a 50-meter receptor distance from the site boundary were the basis for the thresholds used, as recommended by SCAQMD staff and in accordance with the SCAQMD LST Tables C-1 to C-6, included as Attachment D.
- The most current information regarding construction activities and equipment for the proposed project was obtained from the project applicant.

The amended emission estimates resulting from URBEMIS 2007 Version 9.2.4 and dated October 21, 2008, are included as Attachment E.

a. Would the project conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?

No Impact.

The Southern California Association of Governments (SCAG) has determined that if a project is consistent with the growth forecasts for the sub region in which it is located, it is consistent with the Air Quality Management Plan (AQMP), and regional emissions are mitigated by the control strategy specified in the AQMP. The project is within the growth forecasts for the sub region and is consistent with the Air Quality Management Plan (AQMP). In addition, the project is consistent with the goals of the City of Long Beach Air Quality Element that call for achieving air quality improvements in a manner that continues economic growth.

b. Would the project violate any air quality standard or contribute to an existing or projected air quality violation?

Less than Significant Impact with Mitigation Incorporated.

For the amended air quality analysis, Local Significance Thresholds (LSTs) were considered for NO_x, CO, PM_{10} and $PM_{2.5}$ and SCAQMD regional thresholds were used for SO_x and ROG. They are as follows:

SCAQMD Significance Thresholds – SRA No. 4 for a 1-acre site with a 50-meter receptor distance from the site boundary

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
NO_x	47	47
SO_x	150	150
CO	789	789
PM_{10}	13	3
$PM_{2.5}$	5	2
ROG	75	55

Construction of the proposed senior assisted living facility would consist of multiple phases, including excavation for a single-level subterranean parking garage, grading, building construction, exterior architectural coating, paving, etc. The URBEMIS emission estimates included as Attachment E indicate that no threshold would be exceeded for the following substances: SO_x, CO or ROG. The estimates indicate that construction emissions would exceed the established thresholds for NO_x, PM_{10} and $PM_{2.5}$.

The threshold for NO_x for construction activity is 47 lbs/day. The unmitigated emissions estimate for NO_x for construction activity would be 48.72 lbs/day.

The following mitigation measures, as recommended by SCAQMD, shall be required to reduce the impacts of NO_x during the construction phases of the project:

III-1 The following required measures, as recommended by the South Coast Air Quality Management District, shall be imposed on the project to minimize the impacts of NO_x to a level below the applicable threshold of significance during each phase of project development. The measures shall be printed on the final grading and construction plans.

- Prohibit vehicle and engine idling in excess of five minutes and ensure that all off-road equipment is compliant with the California Air Resources Board (CARB) in-use off-road diesel vehicular regulation and SCAQMD Rule 2449;
- Require construction equipment to meet or exceed Tier 3 standards with available CARB verified or certified technologies;
- Require the use of alternative fueled off-road construction equipment;
- Require the use of electricity from power poles to the extent feasible, rather than temporary diesel or gasoline power generators;
- Require construction parking to be configured such that traffic interference is minimized;
- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow;
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site;
- Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable;
- Reroute construction trucks away from congested streets or sensitive receptor areas;
- Improve traffic flow by signal synchronization, and
- Ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications.

The threshold of dust and exhaust combined for PM_{10} for construction activity is 13 lbs/day. The unmitigated emissions estimate for PM_{10} would be 45.51 lbs/day. The mitigated emissions estimate for PM_{10} would be 12.31 lbs/day.

The threshold of dust and exhaust combined for $PM_{2.5}$ for construction activity is 5 lbs/day. The unmitigated emissions estimate for $PM_{2.5}$ would be 11.38 lbs/day. The mitigated emissions estimate for $PM_{2.5}$ would be 4.45 lbs/day.

The following mitigation measures, as recommended by the SCAQMD, shall be required to reduce the impacts of PM_{10} and $PM_{2.5}$ during the construction phases of the project:

III-2 The following required measures, as recommended by the South Coast Air Quality Management District for fugitive dust, shall be imposed on the project to minimize the impacts of PM_{10} and $PM_{2.5}$ and to reduce their levels to below the applicable thresholds of significance during each phase of project development. The

measures shall be printed on the final grading and construction plans.

- Require the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (i.e. previously graded areas inactive for ten days or more);
- Apply water every three (3) hours to disturbed areas within a construction site;
- Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site;
- Require all trucks hauling dirt, sand, soil, or other loose materials are to be tarped with a fabric cover and maintain a freeboard height of 12 inches;
- Suspend all excavating and grading operations when wind gusts (as instantaneous gusts) exceed 25 mph;
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation;
- When sweeping streets to remove visible soil materials. use SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks; and
- Replace ground cover in disturbed areas as quickly as possible.

The primary long-term emission source from the proposed project would be vehicles driven by facility staff, residents, and guests of the residents. The URBEMIS emission estimates included as Attachment E indicate that for operational emission estimates and for area source emission estimates no threshold would be exceeded for the following substances: NO_x, SO_x, CO, PM_{10}, $PM_{2.5}$ or ROG.

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

Less than Significant Impact.

The proposed project would not be anticipated to result in a cumulatively considerable net increase of any criteria pollutant. The amended air quality analysis has taken into account the project's estimated impacts to air quality. Further, in terms of size, the project is considered to be local rather than regional in significance.

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact.

The CEQA Air Quality Handbook defines sensitive receptors as children, athletes, elderly and sick individuals that are more susceptible to the effects of air pollution than the population at large. With the implementation of all mitigation measures recommended by the SCAQMD, the proposed project would be anticipated to not produce substantial levels of any pollutant concentration that could affect sensitive receptors.

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

Less Than Significant Impact.

Land uses associated with odor complaints typically include agricultural uses, dairies, composting, refineries, landfills, wastewater treatment plants, chemical plants, fiberglass molding and food processing plants. The proposed project does not consist of any of these land uses.

Potential sources of odors during construction include the use of architectural coatings and solvents, and diesel-powered construction equipment. SCAQMD Rule 1113 limits the amount of volatile organic compounds (VOCs) from architectural coatings and solvents, which lowers odorous emissions.

Potential sources of odors during operation of the facility include on-site refuse storage. The operator of the proposed senior assisted living facility would be required to comply with City requirements applicable to the maintenance of trash areas to minimize potential odors, including the storage of refuse and frequency of refuse collection at the site.

Mitigation Measure III-3, while not required to reduce any impacts below a threshold of significance, is recommended by the SCAQMD and is being included in this amended air quality analysis to minimize the impacts of volatile organic compounds (VOCs):

III-3 As recommended by the South Coast Air Quality Management District, the following voluntary measures, while not required to reduce any impacts below a threshold of significance, shall be

imposed on the project to minimize the impacts of volatile organic compounds (VOCs):

- Use coatings and solvents with a VOC content lower than that required under SCAQMD Rule 1113;
- Construct or build with materials that do not require painting; and
- Require the use of pre-painted construction materials.

Greenhouse Gas Emissions

Although the California Air Resources Board and other regional regulatory agencies have not yet finalized definitive guidelines or established quantitative thresholds to measure the impacts of a potential project relative to greenhouse gas (GHG) emissions, the issue must be discussed. While the proposed project probably could not generate enough GHG emissions to influence global climate change, it could contribute an incremental amount of GHG emission. The proposed project could result in short-term GHG emissions from the combustion of fuel during construction and long-term GHG emissions from traffic increases (mobile sources) and operation of the residential facility through building heating and electricity generation (area sources).

With regard to construction of the project, mitigation measures have been included to reduce the amount of pollutants and particulate matter into the air during all phases of construction. For building design, the proposed project would be required to meet Title 24 energy efficiency standards, which would help to reduce future energy demand. The City has Green Building policies for both public and private developments. The proposed project would be conditioned to demonstrate that it has been designed to meet a minimum Leadership in Energy and Environmental Design (LEED) standard.

For vehicle trips, the proposed project's contribution to regional GHG emissions would likely be negligible. Because the proposed project would be a senior assisted living facility, the residents of the facility would generate fewer automobile trips than another type of residential land use that was not age-restricted and had more mobile residents.

After completion of the project, the primary impacts relative to GHG would be from electrical and natural gas usage to operate and heat the facility. The LEED influenced design of the project would support the increased energy efficiency of the facility. Overall, the project impacts with regard to GHG emissions would be considered to not be cumulatively considerable

and would be negligible. The cumulative effects of the project would be less than significant.

IV. BIOLOGICAL RESOURCES

No Impact. (for a, b, c, d, e and f)

There is no evidence of rare or sensitive species (as listed in Title 14 of the California Code of Regulations or Title 50 of the Federal Code of Regulations) on or near the project site. Existing on-site tree and plant species would be removed from the site excavation and construction. A comprehensive landscape plan for the new development would be installed after completion of the new construction. In addition, off-site street trees would be planted as required by Public Works.

The proposed site is not located in a protected wetlands area. Also, the development of the proposed project would not be anticipated to interfere with the migratory movement of any wildlife species. The biological habitat and species diversity in the neighborhood is limited to that typically found in highly populated and urbanized Southern California beach communities. No adverse impacts would be anticipated to biological resources.

V. CULTURAL RESOURCES

No Impact. (for a, b, c and d)

There is some evidence to indicate that primitive people inhabited portions of what is now the city of Long Beach as early as 5,000 to 2,000 B.C. Much of the remains and artifacts of these ancient people were destroyed during the first century of the city's development. The remaining archaeological sites are predominantly located in the southeast sector of the city. No adverse impacts are anticipated to cultural resources.

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

The project site does not include any historical resources on the surface. The proposed project would not be anticipated to have a negative impact on any historical resource.

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

The project site is located outside the area of the City expected to have a higher probability of latent artifacts. While the proposed project would involve excavation, it would not be expected to affect or destroy any archaeological resource due its geographic location.

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

Please see V. (b) above for discussion.

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

Please see V. (b) above for discussion.

VI. GEOLOGY AND SOILS

a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact.

According to Plate 2 of the Seismic Safety Element of the General Plan, no faults are known to pass beneath the project site and the neighborhood is outside of the Alquist-Priolo Special Study Zone. The most significant fault system in the project site's vicinity is the Newport-Inglewood fault zone. Because faults do exist in the City, "No Impact" would not be an appropriate response, but a less than significant impact could be anticipated.

ii) Strong seismic ground shaking?

Less Than Significant Impact.

The relative close proximity of the Newport-Inglewood Fault could create substantial ground shaking at the proposed site if a seismic event occurred along the fault. However, there are numerous variables that

determine the level of damage to a specific location. Given these variables, it is not possible to determine the level of damage that may occur on the site during a seismic event. The project would be required to be constructed in compliance with all current state and local building codes relative to seismic safety. A less than significant impact would be anticipated.

iii) Seismic-related ground failure, including Liquefaction?

No Impact.

According to Plate 7 of the Seismic Safety Element, the proposed project is located in a part of the city where the potential for liquefaction to occur is minimal. Therefore, no impact would be anticipated.

iv) Landslides?

No Impact.

Per the Seismic Safety Element, the project site is outside the area where landslides would be anticipated to occur. Additionally, the project site and surrounding area are of generally flat topography. Therefore, no impact would be expected.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact.

Due to the relatively flat topography of the project site, the proposed project could be expected to result in minimal soil erosion during the excavation and construction phases. As such, a less than significant impact would be anticipated.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact.

According to Table 4 and Plate 12 of the Seismic Safety Element, the project site is located on soil that is predominantly cohesionless, and is made up of granular non-marine terrace deposits overlying Pleistocene granular marine sediments at shallow depths. The site is also located in an area of generally flat topography where slope stability problems are

minimal. The site is not considered to be unstable and, as a result, the proposed project would be anticipated to have a less than significant impact in this category.

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

No Impact.

Please see VI. (c) above for discussion.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?

No Impact.

Sewers are in place in the vicinity of the project site. The use of septic tanks or an alternative waste water disposal system would not be necessary and no impact would be anticipated.

VII. HAZARDS AND HAZARDOUS MATERIALS

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

No Impact.

The proposal calls for the development of a 65-unit senior assisted living facility. The function of the completed project would not involve the transport, use or disposal of hazardous materials. Therefore the project would not be anticipated to create a hazard to the public or the environment via the use, transport or disposal of hazardous materials.

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

No Impact.

The proposed project would be a land use that would not be anticipated to include the storage and/or usage of hazardous materials. A scenario

where such materials would be released into the environment would be unlikely. A "no impact" response is warranted.

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

Less Than Significant Impact.

The proposed project is located within one-quarter mile of more than one school. During construction, equipment at the project site would emit some emissions. However, as required by law, such equipment would have devices in place to control the amount of emissions emitted. The function of the proposed project would not involve handling any hazardous materials, therefore impacts figure to be less than significant.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact.

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. The Cortese List does not list the project site as a location that is contaminated with hazardous materials.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact.

The site of the proposed project is not located within an airport land use plan.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact.

The site of the proposed project is not located within the vicinity of any private airstrip.

g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact.

The proposed project would be the development of a five-story, 65-unit senior assisted living facility located atop a subterranean parking garage. The project would be required to comply with all current Fire and Health and Safety codes and would be required by code to have posted evacuation routes to be utilized in the event of an emergency. The completed project would be required to undergo periodic inspections by the Fire Department. As designed, the project would not be expected to impair the implementation of or physically interfere with an emergency evacuation plan or with any adopted emergency response plan.

h. Would the project expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?

No Impact.

The project site is located within an urbanized setting. The project would not be expected to expose people or structures to a significant risk of loss, injury or death involving wild land fires.

VIII. HYDROLOGY AND WATER QUALITY

The most recent Flood Hazard Map designating potential flood zones was adopted by the Flood Insurance Administration in July 1998. It was based on projected inundation limits for breach of the Hansen Dam and that of the Whittier Narrows Dam, as well as the 100-year flood as delineated by the U.S. Army Corps of Engineers.

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

Less Than Significant Impact with Mitigation Incorporated.

Because development and operation of the proposed project would involve the discharge of water into the system, the potential exists for violation of wastewater discharge standards. The proposed project would be required to comply with all state and federal requirements pertaining to the preservation of water quality. It would also be necessary for the applicant to practice Best Management Practices during development of the proposed project. To ensure that the storm drain system is protected, the following mitigation measures shall apply:

VIII-1 Prior to the release of the grading permit, the applicant shall prepare and submit a Storm Drain Master Plan to identify all storm run-off and methods of proposed discharge. The Plan shall be approved by all impacted agencies.

VIII-2 Prior to the release of any grading or building permit, the project plans shall include a narrative discussion of the rationale used for selecting or rejecting BMPs. The project architect or engineer of record, or authorized qualified designee, shall sign a statement on the plans to the effect: "As the architect/engineer of record, I have selected appropriate BMPs to effectively minimize the negative impacts of this project's construction activities on storm water quality. The project owner and contractor are aware that the selected BMPs must be installed, monitored and maintained to ensure their effectiveness. The BMPs not selected for implementation are redundant or deemed not applicable to the proposed construction activities."
(Source: Section 18.95.050 of the Long Beach Municipal Code).

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

No Impact.

The proposed project would be constructed in an urban setting with water systems in place that were designed to accommodate development. The operation of the proposed land use would not be expected to substantially deplete or interfere with the recharge of groundwater supplies.

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

Less Than Significant Impact.

The project site is located in an urban setting and is not near any streams or rivers. Development of the site, to the scale of the proposed project, would result in minimal erosion and/or siltation on or near the project site.

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

Less Than Significant Impact.

As stated, although the drainage pattern of the project site would be altered, no river or stream would be affected. The proposed project would be constructed with drainage infrastructure in place to avoid a situation where runoff would result in flooding or upset.

e. Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?

No Impact:

The runoff contributed by the proposed project would not be anticipated to exceed the capacity of the storm water drainage system. No impact would be expected.

f. Would the project otherwise degrade water quality?

Less Than Significant Impact.

During construction and operation, the project would be expected to comply with all laws and code requirements relative to maintaining water quality. The project would not be expected to significantly impact or degrade water quality.

g. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact:

According to the Plate 10 of the Seismic Safety Element, the project site is located outside of the 100-year flood hazard area. Therefore, there would be no impact.

h. Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact.

Please see VIII (g) above for explanation.

i. Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact.

The project site is not located where flooding would impact it, nor is it located within proximity of a levee or dam. There would be no impact.

j. Would the project result in inundation by seiche, tsunami or mudflow?

No Impact.

Per Plate 11 of the Seismic Safety Element, the project site is outside the area that would be susceptible to tsunami run up. It would not be susceptible to seiche or mudflow.

IX. LAND USE AND PLANNING

a. Would the project physically divide an established community?

Less Than Significant Impact.

The project site is located on a parcel currently zoned R-3-S, a zoning district which allows for low-scale multi-family residential development. Tied to the project is a request to change the zoning of the property to R-4-U, a multi-family residential zoning district that allows for higher densities than the R-3-S Zoning District. High-intensity institutional land uses, including churches and a private school, are located adjacent or abutting the project site. In addition, other multi-family residential uses

occupy parcels along this particular block of Elm Avenue. Therefore, as proposed, the project would not be expected to physically divide any established community.

Supplemental information pertaining to Land Use Planning was submitted by the project applicant during the processing of this application. The information is included in this document for the reader's benefit as Attachment F. The conclusions reached in the supplemental information are consistent with the analysis included in this CEQA document.

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

Less Than Significant Impact.

As part of the project, a General Plan Amendment is proposed, changing the project site's Land Use Designation from #3B (moderate-density residential) to #5 (urban high-density residential). Given the project site's proximity to regional transit facilities (Long Beach Boulevard) and nearby commercial uses, Land Use District #5 would appear to be an appropriate and compatible designation for the neighborhood.

In addition, the proposal calls for a zone change from R-3-S to R-4-U. Implementing Land Use District #5, the R-4-U Zoning District would appear to complement the project site given the area's urban context and the existing multi-family residential land uses along Elm Avenue.

In addition to the General Plan Amendment and Zone Change requests, the project would also require Site Plan Review and a Conditional Use Permit. All required discretionary applications would be voted upon by the Planning Commission and would be the means for the project to not conflict with any land use plans or regulations. As proposed, the project would not be anticipated to have a significant impact upon, or conflict with, the applicable land use regulations.

c. Would the project conflict with any applicable habitat conservation plan or natural communities conservation plan?

No Impact:

There are no specific habitat conservation plan or natural communities conservation plan within the proximity of the proposed site. Therefore the answer to this question would be "No Impact."

X. MINERAL RESOURCES

Historically, the primary mineral resource within the City of Long Beach has been oil. However, oil extraction operations have diminished over the last century as the resource has become depleted. Today, oil extraction continues but on a greatly reduced scale in comparison to that which occurred in the past. The proposed site does not contain any oil extraction operations and development of the proposed project would not be anticipated to have a negative impact on this resource. There are no other known mineral resources on the site that could be negatively impacted by development.

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact.

The project site is located in an urbanized setting. Development of the proposed project would not impact or result in the loss of availability of any known mineral resource.

b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact.

Please see X (a) above for discussion.

XI. NOISE

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Measuring noise levels involves intensity, frequency, and duration, as well as time of occurrence.

Some land uses are considered more sensitive to ambient noise levels than other uses, due to the amount of noise exposure and the types of activities involved. Residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, parks and outdoor recreation areas are generally more sensitive to noise than are commercial and industrial land uses.

The City of Long Beach uses the State Noise/Land Use Compatibility Standards, which suggest a desirable exterior noise exposure at 65 dBA CNEL for sensitive land uses such as residences. Less sensitive commercial and industrial uses may be compatible with ambient noise levels up to 70 dBA. The City of Long Beach has an adopted Noise Ordinance that sets exterior and interior noise standards.

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

and

b. Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

Less Than Significant Impact With Mitigation Incorporated.

During the construction period, the project may cause temporary increases in the ambient noise levels and expose persons to periodic ground borne noise or vibration. While such noise would be typical for a development project, potential excavation and construction must conform to the City of Long Beach Noise Ordinance with regard to when it takes place. The following mitigation measure is included to ensure that all parties will be familiar with the Noise Ordinance standards:

XI-1 Any person(s) associated with the proposed project shall only operate or permit the operation of any tools or equipment used for site preparation, construction or any other related building activity that produces loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the following hours:

Weekdays	7:00am to 7:00pm	**Sundays**	No work permitted
Saturdays	9:00am to 6:00pm	**Holidays**	No work permitted.

The only exception shall be if the Building Official gives authorization for emergency work at the project site.

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

Less Than Significant Impact.

The project site sits close to Long Beach Boulevard, a major arterial that generates a considerable amount of ambient noise. The proposed project has the potential to permanently increase the level of ambient noise in the area, though the increase would not be substantial and thus wouldn't require mitigation.

d. Would the project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact.

Development of the proposed project would involve temporary noise typically associated construction activities. Once the proposed project is completed, the noise levels created by the project would be expected to be non-disruptive, therefore resulting in a less than significant impact

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact:

The proposed project is not located within any airport land use plan.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area excessive noise levels?

No Impact:

The proposed project is not located within the vicinity of a private airstrip.

XII. POPULATION AND HOUSING

The City of Long Beach is the second largest city in Los Angeles County and the fifth largest in California. At the time of the 2000 Census, Long Beach had a population of 461,522, which presented a 7.5 percent increase from the 1990 Census. According to the 2000 Census, there were 163,088 housing units in Long Beach, with a citywide vacancy rate of 6.32 percent. It is projected that a total population of approximately 491,000+ persons will inhabit the City of Long Beach by the year 2010.

a. Would the project induce substantial population growth in an area, either directly or indirectly?

Less Than Significant Impact.

The proposed project would include the development of 65 senior living units of the following mix:

Type of unit	# of units
Studio	16
Alcove Studio	16
Privacy Studio	3
One-Bedroom	20
Two-Bedroom	10

The number of units would not be classified as "substantial" growth in that the proposed General Plan and Zoning designations for the site support the proposed level and density of development.

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

No Impact.

The project site currently sits vacant, thus there would be no displacement of existing residents and, therefore, no impact.

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

No Impact.

Please see XIII (b) above for explanation.

XIII. PUBLIC SERVICES

Fire protection would be provided by the Long Beach Fire Department. The Department has 23 in-city stations. The Department is divided into Fire Prevention, Fire Suppression, Bureau of Instruction, and the Bureau of Technical Services. The Fire Department is accountable for medical, paramedic, and other first aid rescue calls from the community.

Police protection would be provided by the Long Beach Police Department. The Department is divided into the Patrol, Traffic, Detective, Juvenile, Vice, Community, Jail, Records, and Administration Sections. The City is divided into four Patrol Divisions; East, West, North and South.

The City of Long Beach is served by the Long Beach Unified School District, which also serves the city of Signal Hill and a large portion of the city of Lakewood. The District has been operating at or over capacity during the past decade.

Would the proposed project have an adverse impact upon any of the following public services:

a. Fire protection?

Less Than Significant Impact.

The proposed project would be the development of a 65-unit, five-story senior assisted living facility. The entire project would be plan checked and inspected by the Fire Department to ensure compliance with all applicable Fire code requirements. In addition, the completed project would be required to undergo periodic inspections by the Fire Department. As a result, the proposed project would not be expected to have an adverse impact upon Fire services.

b. Police protection?

Less Than Significant Impact.

The proposed project would be served by the Police Department's North Division. During review of the proposed project, the Police Department provided written input to the applicant regarding security lighting, fencing, landscaping, and video surveillance. The proposed project would not be anticipated to have an adverse impact upon Police services.

c. Schools?

Less Than Significant Impact.

Because units in the proposed assisted living facility are to be marketed to senior citizens, school enrollment numbers would not figure to increase with the project. However, as per State law, residential developers are required to pay a square-footage School Impact Fee. The City collects such fees for the Long Beach Unified School District along with other required permit fees. Therefore, the anticipated impact of the proposed project upon the local schools would not be expected to be significant.

d. Parks?

Less Than Significant Impact.

At the time of issuance of building permits, the applicant would be required to pay a Park Impact Fee. While the required fee would not compensate for the lack of park acreage in the vicinity of the project, the monies collected would assist in the acquisition and development of future park sites in the City. The mandated fee would therefore reduce the proposed project's level of impact on City parks to a level that is less than significant.

e. Other public facilities?

No Impact.

No other public facilities have been identified that would be adversely impacted by the proposed project.

XIV. RECREATION

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact.

The proposed project would potentially increase the use of existing recreational facilities in the City. However, the potential use by residents of the proposed project would not be expected to result in physical deterioration. As indicated in XIV.d., a Park Impact Fee would be collected, based upon the type and number of dwelling units constructed.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact.

The project would include the following on-site recreational facilities: a library, his and her gyms, a fireside room, a lounge, and a garden room. The project would not require the construction or expansion of any facilities that would have an adverse physical effect upon the environment. A less than significant impact would be anticipated.

XV. TRANSPORTATION/TRAFFIC

Significant growth in Long Beach over the past three decades has generated an increase in the number of cars and trucks on the City's roadways. Through planning and proper traffic improvement efforts, the safe and efficient movement of people and goods would not be encumbered by increased travel demands.

The applicant submitted a Traffic Impact Analysis Report prepared by Overland Traffic consultants, Inc. for the proposed project. The 100-page technical study is available for review at the Development Services Department and on-line at the following link reached via the Department of Development Services Environmental Reports webpage:

http://www.lbds.info/planning/environmental_planning/senior_community_housing.asp

Supplemental information pertaining to Traffic/ Transportation/Parking was submitted by the project applicant during the processing of this application. The information supports the conclusions reached in this document and is included for the reader's benefit as Attachment G.

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

Less than Significant Impact.

The proposed project would place 65 senior assisted living units on an undeveloped piece of land. The project would not be expected to have an impact upon the streets and intersections in the area that would be substantial to the point of congestion. The increased impact would be anticipated to be less than significant.

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

Less than Significant Impact.

While the project does have the likelihood of increasing vehicle trips in the area, the number of new trips anticipated to be generated by the proposed

land use would not exceed the capabilities of surrounding streets and intersections or create a significant impact.

c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact.

The proposed project would have no impact upon air traffic patterns and would be unrelated to air traffic in general.

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

Less Than Significant Impact.

The project site is located at the southwest corner of Elm Avenue and 37th Street. Access to the proposed facility's parking garage would occur via two, two-way driveways – one along Elm Avenue, the other along 37th Street. With regard to design features and hazards, Zoning staff and the City's Traffic Engineer would work in consort with the applicant to resolve any issues relating to access prior to the issuance of building permits to ensure that any impact would be less than significant.

e. Would the project result in inadequate emergency access?

Less Than Significant Impact.

During preliminary review and plan check, the Fire Department and Police Department would give input into the floor plans and the vehicular and pedestrian accesses for the proposed project. With the incorporation of their input, the project would not be expected to result in inadequate emergency access.

f. Would the project result in inadequate parking capacity?

Less Than Significant Impact.

The project site currently houses 20 existing parking stalls along the property's western edge. The proposed development would eliminate these spaces, currently used by the abutting Temple Beth Shalom. The proposed project's 65 parking spaces (60 located in a subterranean garage, five located within the building's first level), though conforming in count with the proposed use, would not replace the 20 stalls to be

removed. However, a shared-parking agreement between the facility and the temple would lessen parking impacts to levels below significant.

g. Would the project conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact:

The proposed project would figure to have no impact on policies supporting alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS

Would the project::

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

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

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

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

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

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

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

No Impact: (for a, b, c, d, e, f and g)

The proposed project would not be expected to place an undue burden on any utility or service system. The project would occur in an urbanized setting with all utilities and services in place. With regard to "g.", the proposed project would be required to comply with all statutes and regulations related to solid waste.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact.

The proposed project would be located within an established urbanized neighborhood located a considerable distance from local water bodies. The project would not be expected to have an impact upon any fish species. The removal of existing landscaping would have a temporary effect upon wildlife species that might nest on the project site. After construction of the new development, a landscape plan would be implemented, creating new nesting opportunities for wildlife species. Overall, a less than significant impact would be anticipated.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact.

The proposed project would provide new residential units with basic amenities in an area where there are many older residential units which lack amenities. The proposed project would not be expected to have impacts that would have considerable cumulative effects on the environment.

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

No Impact.

The proposed project would not produce environmental effects that would cause substantial adverse effects to human life. There would be no impact.

MITIGATION MONITORING PLAN
RECIRCULATED MITIGATED NEGATIVE DECLARATION 11-08

Senior Community Housing
3635 Elm Avenue
Long Beach, CA 90807

Application No. 0806-05

I. AESTHETICS

I-1 Prior to the issuance of any demolition or building permits, the applicant shall prepare a "Construction Staging and Management Plan" to be approved by the Director of Development Services or their designee. The Plan shall indicate:

- Entry and exit points for construction employees
- Parking for construction employees
- Temporary construction office location
- Construction equipment staging area
- Demolition materials storage area
- Construction materials storage area
- Screening for the project site and all storage and staging areas (temporary fencing with opaque material)

Details of the Construction Staging and Management Plan shall be included on all final grading and construction plans.

TIMING: Prior to issuance of demolition permits
ENFORCEMENT: Development Services Department

I-2 Prior to the issuance of any building permits, the applicant shall demonstrate on the final project plans that all exterior lighting fixtures and light standards shall be shielded and shall be located and installed to prevent spillover of light onto the surrounding properties and roadways.

TIMING: Prior to issuance of building permits
ENFORCEMENT: Development Services Department

I-3 Prior to the issuance of any building permits, the applicant shall demonstrate on the final project plans that minimally reflective glass and other building materials will be incorporated on the building

exteriors in order to reduce reflective glare. The use of glass with over 25 percent reflectivity shall be prohibited.

TIMING: Prior to issuance of building permits
ENFORCEMENT: Development Services Department

III. AIR QUALITY

III-1 The following required measures, as recommended by the South Coast Air Quality Management District, shall be imposed on the project to minimize the impacts of NO_x to a level below the applicable threshold of significance during each phase of project development. The measures shall be printed on the final grading and construction plans.

- Prohibit vehicle and engine idling in excess of five minutes and ensure that all off-road equipment is compliant with the California Air Resources Board (CARB) in-use off-road diesel vehicular regulation and SCAQMD Rule 2449;
- Require construction equipment to meet or exceed Tier 3 standards with available CARB verified or certified technologies;
- Require the use of alternative fueled off-road construction equipment;
- Require the use of electricity from power poles to the extent feasible, rather than temporary diesel or gasoline power generators;
- Require construction parking to be configured such that traffic interference is minimized;
- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow;
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site;
- Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable;
- Reroute construction trucks away from congested streets or sensitive receptor areas;
- Improve traffic flow by signal synchronization, and
- Ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications.

TIMING: During all phases of construction of the project.
ENFORCEMENT: Development Services Department

III-2 The following required measures, as recommended by the South Coast Air Quality Management District for fugitive dust, shall be imposed on the project to minimize the impacts of PM_{10} and $PM_{2.5}$ and to reduce their levels to below the applicable thresholds of significance during each phase of project development. The measures shall be printed on the final grading and construction plans.

- Require the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (i.e. previously graded areas inactive for ten days or more);
- Apply water every three (3) hours to disturbed areas within a construction site;
- Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site;
- Require all trucks hauling dirt, sand, soil, or other loose materials are to be tarped with a fabric cover and maintain a freeboard height of 12 inches;
- Suspend all excavating and grading operations when wind gusts (as instantaneous gusts) exceed 25 mph;
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation;
- When sweeping streets to remove visible soil materials. use SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks; and
- Replace ground cover in disturbed areas as quickly as possible.

TIMING: During all phases of construction of the project.
ENFORCEMENT: Development Services Department

III-3 As recommended by the South Coast Air Quality Management District, the following voluntary measures, while not required to reduce any impacts below a threshold of significance, shall be imposed on the project to minimize the impacts of volatile organic compounds (VOCs):

- Use coatings and solvents with a VOC content lower than that required under SCAQMD Rule 1113;
- Construct or build with materials that do not require painting; and
- Require the use of pre-painted construction materials.

TIMING: During all phases of construction of the project.
ENFORCEMENT: Development Services Department

VIII. HYDROLOGY AND WATER QUALITY

VIII-1 Prior to the release of the grading permit, the applicant shall prepare and submit a Storm Drain Master Plan to identify all storm run-off and methods of proposed discharge. The Plan shall be approved by all impacted agencies.

TIMING: Prior to issuance of the grading permit.
ENFORCEMENT: Development Services Department

VIII-2 Prior to the release of any grading or building permit, the project plans shall include a narrative discussion of the rationale used for selecting or rejecting BMPs. The project architect or engineer of record, or authorized qualified designee, shall sign a statement on the plans to the effect: "As the architect/engineer of record, I have selected appropriate BMPs to effectively minimize the negative impacts of this project's construction activities on storm water quality. The project owner and contractor are aware that the selected BMPs must be installed, monitored and maintained to ensure their effectiveness. The BMPs not selected for implementation are redundant or deemed not applicable to the proposed construction activities."
(Source: Section 18.95.050 of the Long Beach Municipal Code).

TIMING: Prior to issuance of the grading permit.
ENFORCEMENT: Development Services Department

XI. NOISE

XI-1 Any person(s) associated with the proposed project shall only operate or permit the operation of any tools or equipment used for site preparation, construction or any other related building activity that produces loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the following hours:

Weekdays	7:00am to 7:00pm	**Sundays**	No work permitted
Saturdays	9:00am to 6:00pm	**Holidays**	No work permitted.

The only exception shall be if the Building Official gives authorization for emergency work at the project site.

TIMING: During all phases of construction of the project.
ENFORCEMENT: Development Services Department

LIST OF PEOPLE CONSULTED:

Steven Valdez, Planner, City of Long Beach
Mike Duerr, Engineering Officer, City of Long Beach

REFERENCES:

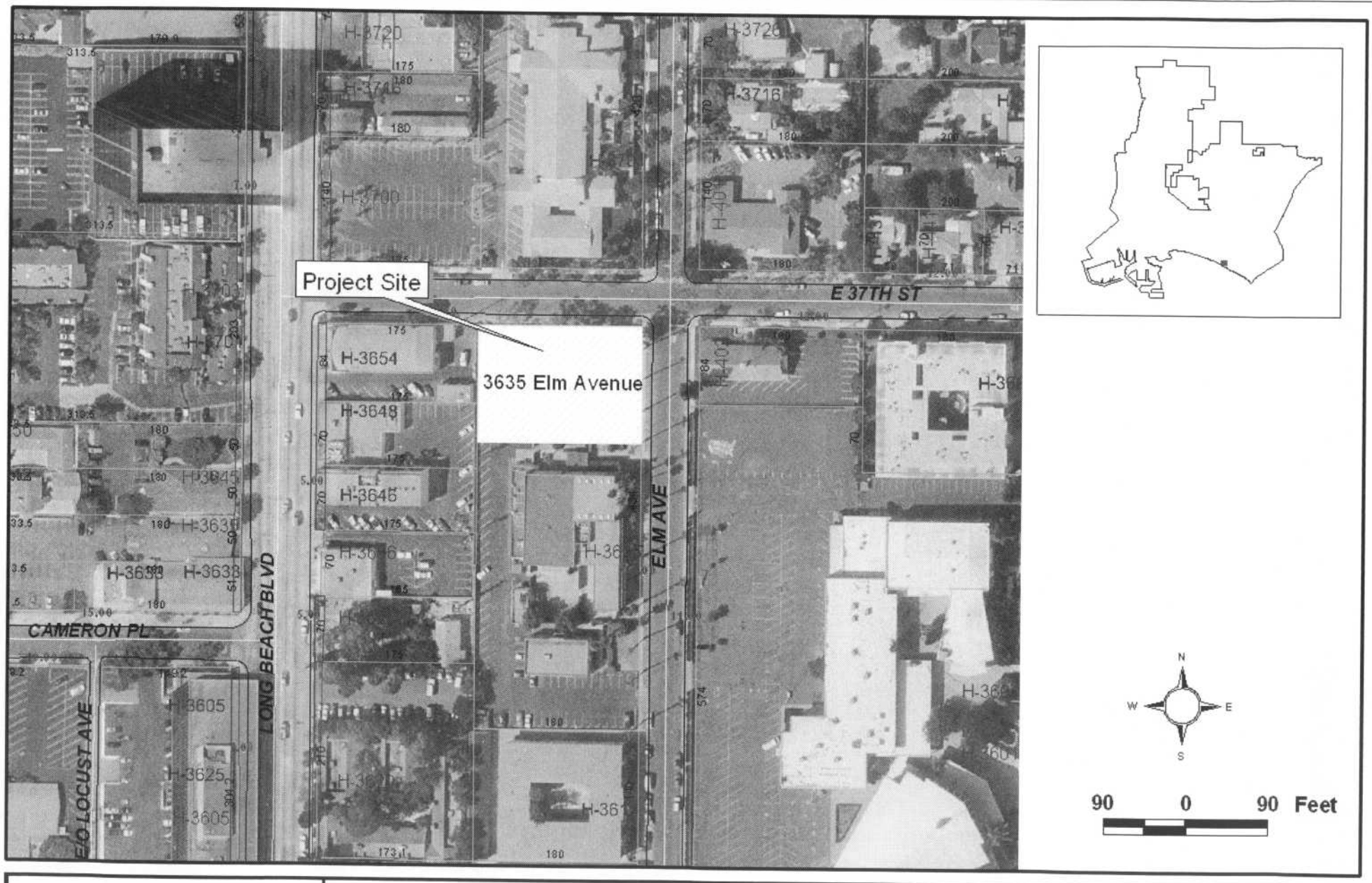
State of California Environmental Quality Act Guidelines
City of Long Beach General Plan (Land Use Element, Seismic Safety Element)
City of Long Beach Municipal Code (Title 21: Zoning Regulations)
California Code of Regulations (Title 14: Natural Resources)
California Department of Toxic Substances Control (Envirostar)
(SCAQMD website)

ATTACHMENTS:

A. Location Map
B. Supplemental information pertaining to Aesthetics
C. SCAQMD correspondence dated October 3, 2008
D. SCAQMD Mass Rate Localized Significant Thresholds
E. URBEMIS 2007 Version 9.2.4 results, dated October 21, 2008
F. Supplemental information pertaining to Land Use and Planning
G. Supplemental information pertaining to Traffic/Transportation/Parking
H. Proposed First Floor Plan
I. Rendering of North and East Facades

Attachment A

Location Map



Project Information

APP. NO. 0803-05
3635 ELM AVENUE
ZONE: R-3-S
GENERAL PLAN: LUD # 3B

LOCATION MAP

LEGEND

Text Lot Dimensions
Text Curb Dimensions
Vacated Streets
Special Setback
Curblines
Assessor Parcels

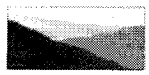
Attachment B

Supplemental information for Aesthetics

Supplemental Information

3635 Elm Avenue
IV. Environmental Impact Analysis
B. Aesthetics

Prepared By:



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

IV. ENVIRONMENTAL IMPACT ANALYSIS
B. AESTHETICS

INTRODUCTION

This section evaluates the potential impacts of the Proposed Project on aesthetics, views and vistas, light and glare, and shade and shadows in the project area. Aesthetics refers to visual resources and the quality of what can be seen or overall visual perception of the environment, and may include such characteristics as building height and mass, development density, design character, and landscaping. Views refer to visual access and obstruction of prominent visual features, including both specific visual landmarks and panoramic vistas. Lighting issues address the effects of nighttime illumination and daytime glare on adjacent land uses. Shading issues are concerned with the shading effects of shadows cast by existing or proposed structures upon adjacent land uses. The following shade shadow analysis is based upon the Shade and Shadow Study, prepared by Solargy Inc., June 25, 2008. A copy of this report is included as Appendix A.

ENVIRONMENTAL SETTING

Existing Visual Character of the Project Site

The project site encompasses approximately 24,195 square feet (0.56 acres). The project site is a relatively flat rectangular shaped site and is bound by 37th Street to the north, Elm Avenue to the east, Temple Beth Shalom to the south, and an approximately five-foot cinderblock wall and several one- and two-story commercial and religious uses to the west (see Figure IV.B-1, Regional and Project Vicinity Map and Figure IV.B-2, Aerial Photograph).

The project site is gently sloped downward to the east and is currently undeveloped and exists as a paved surface parking lot on the western third of the project site and permeable surface on the remaining two-thirds. Landscaping includes dead or dying grass and ground cover and 14 trees of various species including specimens of Western Sycamore, Red Gum Eucalyptus, and Mexican Fan Palm. Figure IV.B-3 depicts the existing visual environment of the project site.

Visual Character of the Surrounding Locale

The project site is located in the California Heights Neighborhood, in a developed urban area of the City of Long Beach. There are no surface water features in the immediate vicinity of the project site though the Los Angeles River is located approximately one mile to the west. The topography of the surrounding locale is relatively flat. The area surrounding the project site is developed with religious, institutional, educational, retail, medical, office, and residential uses as well as surface parking lots. Photographs depicting the area surrounding the project site are provided in Figures IV.B-4 through IV.B-7. North of the project site, across 37th Street, is a one-story Church of Jesus Christ of Latter Day Saints and associated surface parking lot. At the northeast corner of 37th Street and Elm Avenue is a one-story Boy Scouts of America facility. North of the project site, along the east side of Elm Avenue, are several single-family residential structures.

Figure IV.B-1, Regional and Project Vicinity Map

Figure IV.B-2, Aerial Photograph

View 1: View looking west across Elm Avenue at the project site.

View 2: View looking south across 37th Street at the project site.

View 3: View looking southwest across 37th Street at the project site.

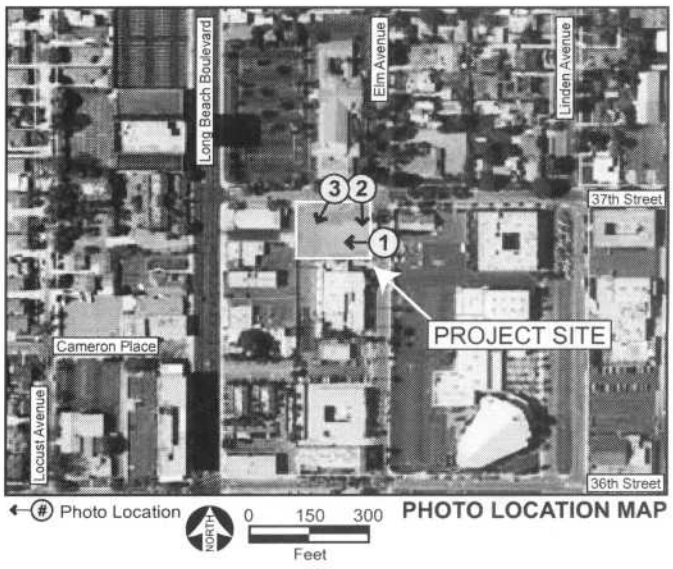


Figure IV.B-3
Existing Character of the Project Site
Views 1 through 3

Figure IV.B-4, Surrounding Uses, Views 1 through 3

Figure IV.B-5, Surrounding Uses, Views 4 through 6

Figure IV.B-6, Surrounding Uses, Views 7 through 9

Figure IV.B-7, Surrounding Uses, Views 10 through 12

To the east of the project site, along the north side of 37th Street, are additional single-family residential structures. Across Elm Avenue to the east is the one-story South Bay Early Christian Church, a three-story, 33-unit multi-family residential structure, and the two-story First Brethren Church of Long Beach Brethren School and associated paved surface parking lots. To the southeast of the project site, also across Elm Avenue is the three-story Grace Brethren Church located at the northwest corner of 36th Street and Linden Avenue. Southeast of the project site, across 36th Street is a five-story, 198-unit multi-family residential structure and a one-story office structure associated with the Grace Brethren Church.

To the south of the project site is the two-story Temple Beth Shalom and associated surface parking lots. Located adjacent and to the south of the Temple is a two-story, 27-unit multi-family residential structure beyond which is a four-story, 14-unit multi-family residential structure located on the northwest corner of 36th Street and Elm Avenue; an east-west alley separates the two residential buildings.

To the west of the project site is an approximately five-foot cinderblock wall. On the other side of the wall, there is the one-story Andre's Carwash and one-story Tile Zone Outlet retail store. To the northwest across Long Beach Boulevard is a ten-story office building. Also to the west and southwest across Long Beach Boulevard are several one-story commercial and office buildings, a two-story office structure at the northwest corner of East Cameron Place and Long Beach Boulevard and a four-story office structure at the southwest corner of East Cameron Place and Long Beach Boulevard. Additionally, to the west and southwest of the project site and on the other side of the cinderblock wall, there are one- and two-story commercial structures, the one-story Christian Fellowship West Church, a one-story office, medical office, and commercial complex, and a two-story structure currently under construction at the northeast corner of the intersection of 36th Street and Long Beach Boulevard.

Scenic Resources

As stated above, the project site is located in a developed urban area of the California Heights Neighborhood of the City of Long Beach. No scenic views currently exist on the project site. Views from the streets and residential areas in and around the project area are limited by the low- to high-rise religious, institutional, educational, retail, medical, office, and residential uses as well as surface parking lots lining the surrounding local and major street corridors. There are no significant natural features (such as rock outcroppings, bodies of water, substantial stands of native vegetation, etc.) though there are several specimens of native California Western Sycamore trees located on the project site. There are no natural open spaces and there are no aesthetically significant man-made features or historic buildings on the project site. Furthermore, the project site is not located within a State designated scenic highway.[1]

Existing Viewsheds

Viewsheds refer to the visual qualities of a geographical area that are defined by the horizon, topography, and other natural features that give an area its visual boundary and context, or by development that has

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[1] *State of California Department of Transportation, California Scenic Highway Mapping System, website: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, accessed June 24, 2008.*

become a prominent visual component of the area. Public views are those which can be seen from vantage points that are publicly accessible, such as streets, freeways, parks, and vista points. These views are generally available to a greater number of persons than are private views. Private views are those which can be seen from vantage points located on private property. The existing viewsheds are defined primarily by the religious, institutional, educational, retail, medical, office, and residential uses as well as surface parking lots along 37th Street, Elm Avenue, and Long Beach Boulevard. Currently, no views are available of a natural resource or existing development defined as a prominent component of the area.

Views of and Toward the Project Site

The project site is currently undeveloped and exists as a paved surface parking lot on the western third of the project site and permeable surface on the remaining two-thirds. As previously discussed, the project site's permeable surfaces are covered with dead or dying grass and ground cover and 14 specimens of Western Sycamore, Red Gum Eucalyptus, and Mexican Fan Palm. The project site is visible from the majority of surrounding uses located to the north, east, and south, while views of the project site from the uses to the west are partially to fully obstructed by the approximately five-foot cinderblock wall composing the western perimeter of the project site. Views are available of the project site from the surrounding and nearby streets, including Long Beach Boulevard, 37th Street, Elm Avenue, and 36th Street.

Views through the Project Site

Views through the project site are available from the north, east, south, and west. Because the project site is currently vacant, views of the surrounding uses and roadways are readily available. However, as described above, due to this existing development in the surrounding area, no views are of natural resources or existing development defined as a prominent component of the area.

Light and Glare

Ambient light consists primarily of natural light conditions and the light emanating from the existing two on-site street lights, one on Elm Avenue and one on 37th Street. The project site contains a surface parking area with large areas of permeable groundcover. Ambient light emanating from the project site is relatively low. Light associated with the surrounding uses in the project vicinity consists of light generated by vehicle headlights, other street lights, parking and security lighting associated with the nearby churches, temples, Boy Scouts of America, and school facilities, and residential and commercial uses along Elm Avenue and Long Beach Boulevard, respectively. The areas surrounding the project site generally experience moderate lighting levels.

Glare is largely a daytime phenomenon, occurring when sunlight is reflected off the surface of buildings, objects (e.g., vehicle windshields), or by vehicle headlights on adjacent roadways. Excessive glare not only restricts visibility but also increases the ambient heat reflectivity in a given area. The sunlight reflecting off car windshields in the paved surface parking lot on-site is the only potential source of glare derived from the project site.

City of Long Beach Sign Regulations

The City of Long Beach regulates the location, number, size and design through Title 21, Zoning, of the Long Beach Municipal Code. Permits must be obtained from the Department of Planning and Building for any activity related to the display, enlarging, modification, or relocation other than to perform general maintenance, repair or complete removal of signage. Specific Municipal Code requirements and restrictions are dependent upon signage type; however, general constraints on design, construction, materials, content, location, potential for hazards to traffic, and determination of such hazards are applicable.

Shade and Shadow

The issue of shade and shadow pertains to the blockage of direct sunlight by on-site buildings, which affect adjacent properties. Shading is an important environmental issue because the users or occupants of certain land uses, such as residential, recreational, churches, schools, outdoor restaurants, and pedestrian areas have expectations for direct sunlight and warmth from the sun. These land uses are termed "shadow-sensitive." The area around the project site was surveyed for shadow-sensitive uses. The shadow-sensitive uses identified are described below.

Shadow lengths are dependent on the height and size of the building from which they are cast and on the angle of the sun. The angle of the sun varies according to the rotation of the earth (i.e., time of day) and elliptical orbit (i.e., change in seasons). The longest shadows are cast during the winter months and the shortest shadows are cast during the summer months.

Summer and Winter Solstice

"Solstice" is defined as either of the two points on the ecliptic that lie midway between the equinoxes (separated from them by and angular distance of 90 degrees). At the solstices, the sun's apparent position on the celestial sphere reaches its greatest distance above or below the celestial equator, about 23 ½ degrees of the arc. At the time of the summer solstice, about June 22nd, the sun is directly overhead at noon at the Tropic of Cancer. In the Northern Hemisphere, the longest day and shortest night of the year occur on this date, marking the beginning of summer. At the winter solstice, about December 22nd, the sun is overhead at noon at the Tropic of Capricorn, this marks the beginning of winter in the Northern Hemisphere. Measuring shadow lengths for the winter and summer solstices represents the extreme shadow patterns that occur throughout the year. Shadows cast on the summer solstice are the shortest shadows during the year, becoming progressively longer until winter solstice when the shadows are the longest they are all year. Shadows are shown for summer and winter solstice, cast from 9:00 a.m. to 5:00 p.m. (summer) and to 3:00 p.m. (winter).

Existing Shadow Patterns

Shadow-sensitive uses in the immediate area surrounding the project site include: the Church of Jesus Christ of Latter Day Saints across 37th Street to the north, the single-family residential neighborhood along Elm Avenue north of the project site, the Boy Scouts of America facility located on the northeast

corner of the intersection of 37th Street and Elm Avenue, the single-family residential uses along 37th Street to the east of the project site, the South Bay Early Christian Church located across Elm Avenue from the project site on the southeast corner of 37th Street and Elm Avenue, a multi-family residential structure east of the project site at the southwest corner of the intersection of 37th Street and Linden Avenue, the First Brethren Church of Long Beach Brethren School, across Elm Avenue from the project site, the Grace Brethren Church located southeast of the project site across Elm Avenue at the northwest corner of the intersection of 36th Street and Linden Avenue, a multi-family residential structure southeast of the project site across 36th Street, the Temple Beth Shalom adjacent to the southern frontage of the project site, a two- and a four-story multi-family residential structure further south, and the Christian Fellowship West Church located to the southwest of the project site fronting Long Beach Boulevard. Because the project site contains no buildings and currently exists as a paved surface parking lot on the western third and is covered with ground cover on the remainder of the site, there are no shadows currently generated on-site.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Appendix G of the State CEQA Guidelines

In accordance with guidance provided in Appendix G of the State CEQA Guidelines, the Proposed Project could have a potentially significant impact if it were to result in one or more of the following:

(a) Have a substantial adverse effect on a scenic vista.

(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

(c) Substantially degrade the existing visual character or quality of the site and its surroundings.

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

City of Los Angeles CEQA Thresholds Guide

Furthermore, because the City of Long Beach does not have its own CEQA guidelines, potential shade and shadow impacts will be based on the following City of Los Angeles shade and shadow thresholds of significance:

(a) A project would normally be considered significant if shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and Early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October).

Project Impacts

Views of the Project Site

The Proposed Project would replace an existing 24,195 square-foot vacant surface parking lot and areas of groundcover with an approximately 71,064 square-foot senior assisted living development consisting of 65 senior housing units contained in five floors and including one level of subterranean parking. The proposed development would substantially change the current appearance and increase the amount of development and visibility of the project site. Development on the project site would be visible from the surrounding roadways as well as from the various religious, educational, residential, commercial, retail, and office land uses located along these streets. As the project site is currently vacant, views of the project site upon project buildout would likely be available from more off-site locations than at present. The Proposed Project would result in increased height and massing on the project site.

The Proposed Project would be consistent with the urbanized character of the surrounding area, including the residential developments along 37th Street, Elm Avenue, and 36th Street. The immediate project vicinity includes an array of heights and masses exhibited by the existing developments ranging between one-story single-family homes and a ten-story office building. As such, the height and mass of the Proposed Project would generally be of a character that is similar to the surrounding uses, and in particular, the four-story multi-family residential structure on the northwest corner of 36th Street and Elm Avenue and the five-story multi-family residential structure on the southwest corner of 36th Street and Linden Avenue.

Architecturally, the applicant would develop a structure that incorporates several step-backs at different locations throughout its façade creating a look that is visually similar to adjacent uses. In particular, the facades facing Elm Avenue and 37 Street would be stepped back and significantly modulated to break up the mass of the building as viewed from the street. An open courtyard facing the Temple property would reduce the massing effect as viewed from the south. Landscaping on the project site would include various species of trees and shrubs including: Canary Island Date Palm, Crape Myrtle, Howea Forsteriana Kentia, Jacaranda, King Palm, Purple Leaf Plum, Queen Palm, and Washingtonia Robusta. Canopy and palm trees would be located along the perimeter of the project site and in the courtyard of the Proposed Project. Additionally, groundcover would also be included around the perimeter of the project site. During project buildout, the adjacent Temple Beth Shalom would landscape its Elm Avenue frontage to match the landscaping plan associated with the Proposed Project. This would serve to tie the proposed development into the visual character of the surrounding area (see Figure IV.B-8 through IV.B-11).

Overall, the changes in the visual appearance of the project site would be beneficial, as it would transform the area from an underutilized parcel of land to an integrated and architecturally distinct part of the urban fabric. Impacts related to the change in the visual appearance and character of the project site would be less than significant, as viewed from adjacent streets and the areas surrounding the project site.

Views through the Project Site

The Proposed Project includes one 63-foot, five-story structure above one level of subterranean parking. The proposed building would exist as one single structure thus providing no view lines through the project site. However, since no views of a natural resource or existing development defined as a prominent component of the area currently exist in view lines through the project site, no scenic views would be affected. Thus, impacts associated with the blockage of views would be less than significant.

Light and Glare

Ambient lighting emanating from the project site is low as the only sources of light on the project site are two street lights, one on 37th Street and one on Elm Avenue. The Proposed Project would increase the amount of development on the project site, which, in turn, would increase the amount of nighttime lighting to the project site over existing conditions. The project site would be illuminated with indoor and outdoor lighting and security lighting would be provided along the perimeter of the structure and in parking areas, in stairwells, along walkways, and in open space areas. However, all lighting would either be shielded and focused onto the project site or located completely indoors. Light generated from the proposed five-story residential building could also potentially be seen from the surrounding religious, educational, residential, commercial, retail, and office uses. Additionally, the project site is located near the commercial corridor of Long Beach Boulevard, which has existing moderate ambient lighting levels. Therefore, the Proposed Project would not result in a substantial amount of light that would adversely affect day or nighttime views in the project vicinity, and impacts would be less than significant.

Figure IV.B-8
Northeast Aerial Rendering of the
Proposed Project

Figure IV.B-9, Elm Avenue Frontage Rendering

Figure IV.B-10, 37th Street Frontage Rendering

Figure IV.B-11, Rendering of Proposed Project and Adjacent Temple Beth Shalom Landscaping

Though not a substantial source, glare emanating from the project site is derived from the relatively small existing surface parking lot, occupying approximately one-third of the project site. The Proposed Project would also eliminate this existing source of glare from windshields of parked cars utilizing the on-site surface parking lot by moving all parking into the parking structure. Development of the Proposed Project would include architectural features and facades that have a low level of reflectivity. Although the Proposed Project includes glass windows, which could result in some transitory conditions of glare during the day, with implementation of City Conditions of Approval regarding the use of reflective materials, the amount of glare generated from the Proposed Project would not be a substantial amount. As such, impacts related to glare would be less than significant.

Signage Regulations and Policies

Though no signage component is currently included in the Proposed Project, it is reasonable to assume that some building identification signage may eventually become part of the building's design. All signage that would be a part of the Proposed Project would be required to comply with requirements and restrictions established under Title 21, Zoning, Chapter 21.44, On-Premises Signs, of the Long Beach Municipal Code. Therefore, with project approval and with compliance with Title 21 and Chapter 21.44, any on-site signage associated with the Proposed Project would result in less than significant visual impacts.

Shade and Shadow

Development of the Proposed Project would result in the construction of a multi-family residential building achieving 63 feet of height in five stories. As identified above, shadow-sensitive uses are located to the north, east, south, and west of the project site.

Winter Solstice

The proposed five-story assisted senior living center would generate shadows from a parcel of land that, due to on-site development, casts no shadows throughout the day. As previously discussed, the longest shadows are cast during the winter months and the shortest shadows are cast during the summer months. Winter shadows are cast in a northwestern direction in the morning and move toward the east until cast in a northeastern direction in the evening. A shadow analysis for winter solstice shadows was prepared for the Proposed Project. Figures IV.B-12 through IV.B-14 depict the winter solstice shadows at 9:00 a.m., 12:00 p.m., and 3:00 p.m., respectively.

Figure IV.B-12, Winter Solstice Shadows, 9:00 a.m.

Figure IV.B-13, Winter Solstice Shadows, 12:00 p.m.

Figure IV.B-14, Winter Solstice Shadows, 3:00 p.m.

As shown in Figure IV.B-12, the proposed five-story senior assisted living center would cast shadows northwesterly at 9:00 a.m. predominantly on the surface parking lot associated with the Church of Jesus Christ of Latter Day Saints and on a small southwestern portion of the Church's structure, identified as the Church offices. As shown in Figure IV.B-13, the Proposed Project would cast shadows northerly at 12:00 p.m. right up to the Church's structure though not casting any portion of the building in shadow.

As depicted in Figure IV.B-14, at 3:00 p.m., the Proposed Project would cast shadows northeasterly enveloping a small southeastern portion of the Church's structure in shadow and right up to the Boy Scouts of America facility and the South Bay Early Christian Church. As stated previously, a significant impact would occur if the shadow-sensitive uses would be shaded by the project-related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October). Since the Proposed Project would not cast shadows upon shadow-sensitive uses on the winter solstice for more than three hours between the hours of 9:00 a.m. and 3:00 p.m., a less than significant impact would occur upon project buildout.

CUMULATIVE IMPACTS

Development of the Proposed Project in conjunction with other planned or currently under construction developments would result in a mix of new development and redevelopment, or infilling, of residential, educational, industrial, commercial, and other land uses in and around the California Heights neighborhood of the City of Long Beach. The traffic report prepared for the Proposed Project identifies only one related project in the project vicinity. This related project is located northwest of the project site on the western frontage of Long Beach Boulevard and would add 170 parking spaces to an existing parking structure. As this is the nearest related project identified, there are no related projects adjacent to the project site that could contribute a cumulatively significant aesthetic impact. No substantial scenic resources are located in the area surrounding the project site that could be affected by a cumulatively considerable reduction in views. Therefore, the Proposed Project, in conjunction with the related projects, would not result in a significant cumulative impact with regard to the aesthetic and visual character of the area.

There are no related projects adjacent to the project site that would contribute to a substantial increase in the amount of light and glare in the area. However, the identified related project would add 170 parking spaces to an existing parking structure and could result in an increase in the amount of glare exhibited in the area as a result of reflection off of the windshields of on-site vehicles. But, because the additional parking spaces would be developed within a parking structure, the vast majority of additional on-site vehicles would be shielded from the sun preventing much of the potential increase in glare. As such, development of the Proposed Project, in conjunction with the related project, is not anticipated to substantially change the overall ambient light levels. Furthermore, any additional glow from the related project would be subject to the City's reflective materials design and sign standards which would limit the amount of reflective surface areas and materials that can be used for any given project. The potential glare created from these related projects would not be cumulatively considerable.

Development of the Proposed Project, in conjunction with the related projects would not result in an increase of shading impacts on the project site or in the vicinity of the project site as there are no related projects adjacent to or in the immediate vicinity of the project site that would increase the shading of the sensitive uses near the Proposed Project. Therefore, no cumulatively considerable shading impacts would occur.

MITIGATION MEASURES

B-1. Project lighting shall be directed onto the project site, and all lighting shall be shielded from adjacent roadways and off-site properties.

B-2. Atmosphere light pollution shall be minimized by utilizing lighting fixtures that cut-off light directed to the sky.

B-3. All glass to be incorporated into the exterior of the building shall be either of low-reflectivity or accompanied by a non-glare coating.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to the buildout of the Proposed Project upon aesthetic resources, light and glare impacts upon nearby sensitive uses, on-site signage impacts, and shading and shadow impacts upon nearby shadow-sensitive uses would be less than significant. With implementation of the mitigation measures, impacts would be further reduced and impacts related to aesthetic resources, light and glare, on-site signage, and shading and shadows would be less than significant.

Attachment C

SCAQMD Correspondence
(dated October 3, 2008)

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

FAXED: October 3, 2008

October 3, 2008

Mr. Steve Valdez, Planner
Development Services
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Notice of Intent to adopt a Mitigated Negative Declaration (MND) for the Senior Community Housing Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the proposed Mitigated Negative Declaration (MND).

Because the lead agency did not provide a copy of the draft MND during the public comment period, SCAQMD staff received the proposed MND on September 12, 2008, past the close of the public comment period on August 19, 2008. The SCAQMD is the air quality agency for the South Coast Air Basin, which includes the city of Long Beach. In accordance with the intergovernmental review (IGR) responsibilities under CEQA, SCAQMD staff requests that the City send all future CEQA documents where the city is the lead agency to the SCAQMD at the beginning of the comment period for each project to allow the SCAQMD to fulfill its IGR responsibility to review and potentially comment on the air quality analysis prepared by the City. The SCAQMD staff is available to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Dan Garcia, Air Quality Specialist – CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

Sincerely,

Steve Smith

Steve Smith
Program Supervisor – CEQA Section
Planning, Rule Development & Area Sources

Attachment

SS:DG
LAC0 80930-09
Control Number

Air Quality Analysis -Construction Emissions

1. The Initial Study states that the lead agency estimated construction and operational air quality impacts using the URBEMIS 2002 version 8.7 computer model. The lead agency should be aware that the most current version of the URBEMIS model, URBEMIS2007, was released in September 2007. Because mobile source emission factors are substantially different between URBEMIS 2002and URBEMIS 2007, SCAQMD staff requests that the lead agency update the air quality analysis using URBEMIS 2007. If the lead agency uses the model for future projects, the SCAQMD recommends that URBEMIS2007 be used. URBEMIS 2007 version 9.2.4 can be accessed at http://www.urbemis.com/ or the lead agency can follow the calculation methodologies in Chapter 9 and the Appendix to Chapter 9 in the SCAQMD's CEQA Air Quality Handbook.

   Once the air quality analysis has been revised the SCAQMD requests that the lead agency revise the Initial Study quantifying peak daily air quality impacts and summarizing all emissions (i.e. NOx, SOx, CO, PM10, PM 2.5 and ROG) from the planned construction and operational activities including; cut-and-fill operations, grading, and on-road and off-road mobile sources. If air quality methodologies other than the URBEMIS 2007 model are used, the Initial Study should also include a description of construction equipment with the corresponding emission factors and methodologies that are used to quantify the peak daily construction and operation air quality impacts from the proposed project.

2. The lead agency provides construction air quality impact results for the proposed project on page 25 and operational air quality impact results on page 26. The URBEMIS 2002 output sheets were not included with the initial study, so SCAQMD staff could not confirm the lead agency's results. SCAQMD staff made a request to the lead agency to provide the URBEMIS 2002 output sheets, but the lead agency was unable to accommodate this request. As already noted, however, the SCAQMD requests that the lead agency revise the air quality analysis by using the most current version of the URBEMIS model, URBEMIS 2007 version 9.2.4.

3. Based on the construction air quality results presented on page 25, the lead agency shows that peak daily construction NOx emissions exceed the SCAQMD's recommended daily regional NOx significance threshold. The lead agency then concludes that complying with the requirements of SCAQMD Rule 403 will reduce construction air quality impacts to less than significant. The lead agency should be aware that Rule 403 only regulates fugitive dust and does nothing to reduce NOx emissions. As a result, the lead agency has not demonstrated that NOx emissions are less than significant and, therefore, the proposed project may not qualify for an MND unless NOx mitigation measures are identified that can reduce NOx emissions to less than the NOx construction significance threshold.

4. Section VII, Hazards and Hazardous Material and the Location Map provided in Attachment A of the Initial Study for the Proposed MND indicates that the proposed project site is located within one-quarter mile of sensitive receptors (i.e. residential properties and more than one school site). Thus, the SCAQMD requests that the lead agency revise the air quality analysis to evaluate localized air quality impacts and ensure that nearby sensitive receptors are not adversely affected by the construction activities that are occurring in close proximity.

SCAQMD guidance for performing a localized air quality analysis can be found at the following web address: http://www.aqmd.gov/ceqa/handbook/LST/LST.html .

In the event that the lead agency's revised regional air quality analysis requested in comment #1 and/or the localized air quality analysis requested in this comment demonstrate that any criteria pollutant emissions exceed the SCAQMD's daily significance thresholds, the SCAQMD recommends that the lead agency consider adding the following mitigation measures to further reduce air quality impacts from the construction phase of the project, if feasible:

NOx:

- Prohibit vehicle and engine idling in excess of five minutes and ensure that all off-road equipment is compliant with the California Air Resources Board's (CARB) in-use off-road diesel vehicle regulation and SCAQMD Rule 2449,
- Require construction equipment to meet or exceed Tier 3 standards with available CARB verified or certified technologies,
- Require the use of alternative fueled off-road construction equipment,
- Require the use electricity from power poles rather than temporary diesel or gasoline power generators,
- Require construction parking to be configured such that traffic interference is minimized,
- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow,
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site,
- Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable,
- Reroute construction trucks away from congested streets or sensitive receptor areas,
- Improve traffic flow by signal synchronization, and
- Ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications.

For additional measures to reduce off-road construction equipment, refer to the mitigation measure tables located at the following website:
www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html.

Fugitive Dust:

- Require the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more),
- Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site,
- Require all trucks hauling dirt, sand, soil, or other loose materials to be covered,
- Suspend all excavating and grading operations when wind gusts (as instantaneous gusts) exceed 25 mph,

- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation,
- When sweeping streets to remove visible soil materials use SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks, and
- Replace ground cover in disturbed areas as quickly as possible.

VOC

- Use coatings and solvents with a VOC content lower than that required under SCAQMD Rule 1113,
- Construct or build with materials that do not require painting, and
- Require the use of pre-painted construction materials.

5. The lead agency identifies the SCAQMD Rule 403 – Fugitive Dust as a mitigation measure to address fugitive dust emissions from the proposed construction activities summarized in the project description, however, compliance with SCAQMD Rule 403 is required and should be clearly distinguished from measures that are intended to mitigate fugitive dust emissions beyond compliance with this regulation.

   The mitigation measures for fugitive dust emissions should be specific and quantifiable. Also, SCAQMD staff recommends the following revisions to the proposed mitigation measures under II-1:

   - Require the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (i.e. previously graded areas inactive for ten days or more).

6. Given the position of the legislature on AB32, which states that global warming poses serious threats to the environment, and the position of the California Attorney General's office on global climate change, it is incumbent on the lead agency to analyze greenhouse gas (GHG) emissions from proposed projects and determine whether the proposed project will have a significant GHG impact. By not making a significance determination, the lead agency may be violating a fundamental requirement of CEQA to mitigation potentially significant adverse impacts.

Attachment D

SCAQMD Mass Rate Localized Thresholds Tables C-1 through C-6

Table C-1.
2005 – 2007 SCAQMD Mass Rate Localized Significant Thresholds for Construction and Operation with Gradual Conversion of NOx to NO_2

SRA No.	Source Receptor Area	Allowable emissions (lbs/day) as a function of receptor distance (meters) from site boundary									
		1 Acre					2 Acre				
		25	50	100	200	500	25	50	100	200	500
1	Central LA	62	61	69	88	140	90	89	92	105	149
2	Northwest Coastal LA County	114	116	134	174	273	164	159	173	206	292
3	Southwest Coastal LA County	91	93	107	139	218	131	128	139	165	233
4	South Coastal LA County	46	47	55	72	113	66	64	70	85	121
5	Southeast LA County	80	81	94	123	192	114	111	121	145	205
6	West San Fernando Valley	103	104	121	157	245	147	143	156	187	263
7	East San Fernando Valley	91	93	107	139	218	131	127	138	165	233
8	West San Gabriel Valley	69	69	81	104	164	98	95	104	124	175
9	East San Gabriel Valley	89	112	159	251	489	128	151	200	284	513
10	Pomona/Walnut Valley	118	148	211	334	652	170	200	263	377	684
11	South San Gabriel Valley	83	84	96	123	193	121	118	126	147	206
12	South Central LA County	46	46	54	70	109	65	64	69	82	117
13	Santa Clarita Valley	106	107	124	161	254	152	148	160	190	271
15	San Gabriel Mountains	106	107	124	161	254	152	148	160	190	271
16	North Orange County	103	104	121	159	252	147	143	156	186	269
17	Central Orange County	81	83	98	123	192	115	114	125	148	205
18	North Coastal Orange County	92	93	108	140	219	131	128	139	165	235
19	Saddleback Valley	91	93	108	140	218	131	127	139	165	233
20	Central Orange County Coastal	92	93	108	140	219	131	128	139	165	235
21	Capistrano Valley	91	93	108	140	218	131	127	139	165	233
22	Norco/Corona	147	185	264	418	814	213	250	329	472	855
23	Metropolitan Riverside County	147	185	265	419	815	213	250	330	474	855
24	Perris Valley	147	185	265	419	815	213	250	330	474	855
25	Lake Elsinore	162	203	292	460	896	234	275	363	521	941
26	Temecula Valley	162	203	292	460	896	234	275	363	521	941
27	Anza Area	162	203	292	460	896	234	275	363	521	941
28	Hemet/San Jacinto Valley	162	203	292	460	896	234	275	363	521	941
29	Banning Airport	103	131	189	299	585	149	176	234	340	614
30	Coachella Valley	118	148	211	334	651	170	200	263	377	684
31	East Riverside County	118	148	211	334	651	170	200	263	377	684
32	Northwest San Bernardino Valley	118	148	211	334	652	170	200	263	378	684
33	Southwest San Bernardino Valley	118	148	211	334	652	170	200	263	378	684
34	Central San Bernardino Valley	118	148	211	334	652	170	200	263	378	684
35	East San Bernardino Valley	118	148	211	334	651	170	200	263	377	683
36	Central San Bernardino Mountains	118	148	211	334	652	170	200	263	378	684
37	West San Bernardino Valley	118	148	211	334	652	170	200	263	378	684
38	East San Bernardino Mountains	118	148	211	334	651	170	200	263	377	683

Table C-1
2005 – 2007 SCAQMD Mass Rate Localized Significant Thresholds for Construction and Operation with Gradual Conversion of NOx to NO_2 (Concluded)

SRA No.	Source Receptor Area	Allowable emissions (lbs/day) as a function of receptor distance (meters) from site boundary				
		5 Acre				
		25	50	100	200	500
1	Central LA	134	131	138	144	176
2	Northwest Coastal LA County	246	236	251	277	346
3	Southwest Coastal LA County	197	189	202	222	277
4	South Coastal LA County	99	94	101	112	143
5	Southeast LA County	172	165	176	194	244
6	West San Fernando Valley	221	212	226	250	313
7	East San Fernando Valley	197	189	201	222	277
8	West San Gabriel Valley	148	141	151	166	208
9	East San Gabriel Valley	203	227	286	368	584
10	Pomona/Walnut Valley	270	302	378	487	778
11	South San Gabriel Valley	183	176	184	202	245
12	South Central LA County	98	94	101	111	139
13	Santa Clarita Valley	228	219	233	256	321
15	San Gabriel Mountains	228	219	233	256	321
16	North Orange County	221	212	226	249	317
17	Central Orange County	183	167	180	202	245
18	North Coastal Orange County	197	190	202	223	278
19	Saddleback Valley	197	189	201	222	278
20	Central Orange County Coastal	197	190	202	223	278
21	Capistrano Valley	197	189	201	222	278
22	Norco/Corona	337	378	472	608	973
23	Metropolitan Riverside County	337	378	472	611	975
24	Perris Valley	337	378	472	611	975
25	Lake Elsinore	371	416	520	672	1,072
26	Temecula Valley	371	416	520	672	1,072
27	Anza Area	371	416	520	672	1,072
28	Hemet/San Jacinto Valley	371	416	520	672	1,072
29	Banning Airport	236	265	333	434	698
30	Coachella Valley	270	303	378	487	778
31	East Riverside County	270	303	378	487	778
32	Northwest San Bernardino Valley	270	303	378	486	778
33	Southwest San Bernardino Valley	270	303	378	486	778
34	Central San Bernardino Valley	270	302	378	486	778
35	East San Bernardino Valley	270	302	378	486	778
36	Central San Bernardino Mountains	270	303	378	486	778
37	West San Bernardino Valley	270	302	378	486	778
38	East San Bernardino Mountains	270	302	378	486	778

Table C-2.
2005 – 2007 SCAQMD Mass Rate Localized Significant Thresholds for Construction and Operational CO Emissions

SRA No.	Source Receptor Area	Allowable emissions (lbs/day) as a function of receptor distance (meters) from site boundary									
		1 Acre					2 Acre				
		25	50	100	200	500	25	50	100	200	500
1	Central LA	627	830	1,185	2,265	7,445	966	1,288	1,693	2,838	8,129
2	Northwest Coastal LA County	554	833	1,233	2,367	7,724	815	1,196	1,695	2,961	8,446
3	Southwest Coastal LA County	674	834	1,229	2,367	7,724	982	1,231	1,697	2,957	8,446
4	South Coastal LA County	574	789	1,180	2,296	7,558	827	1,158	1,611	2,869	8,253
5	Southeast LA County	571	735	1,088	2,104	6,854	861	1,082	1,496	2,625	7,500
6	West San Fernando Valley	418	640	1,089	2,096	6,815	633	887	1,497	2,629	7,460
7	East San Fernando Valley	498	732	1,158	2,227	7,267	786	1,068	1,594	2,786	7,947
8	West San Gabriel Valley	535	783	1,158	2,229	7,270	812	1,125	1,594	2,785	7,957
9	East San Gabriel Valley	727	1,102	2,233	5,604	23,063	1,112	1,568	2,852	6,601	24,758
10	Pomona/Walnut Valley	576	858	1,640	4,093	17,890	833	1,279	2,165	4,802	19,082
11	South San Gabriel Valley	673	760	1,113	2,110	6,884	1,031	1,143	1,554	2,660	7,530
12	South Central LA County	231	342	632	1,545	5,452	346	515	841	1,817	5,962
13	Santa Clarita Valley	590	879	1,294	2,500	8,174	877	1,256	1,787	3,108	8,933
15	San Gabriel Mountains	590	879	1,294	2,500	8,174	877	1,256	1,787	3,108	8,933
16	North Orange County	496	637	941	1,834	6,064	724	938	1,295	2,270	6,612
17	Central Orange County	512	753	1,128	2,109	6,841	754	1,099	1,547	2,685	7,493
18	North Coastal Orange County	639	738	1,090	2,096	6,841	945	1,089	1,506	2,615	7,493
19	Saddleback Valley	707	833	1,234	2,376	7,724	1,008	1,227	1,696	2,965	8,454
20	Central Orange County Coastal	639	738	1,090	2,096	6,841	945	1,089	1,506	2,615	7,493
21	Capistrano Valley	707	833	1,234	2,376	7,724	1,008	1,227	1,696	2,965	8,454
22	Norco/Corona	674	999	1,915	4,763	20,582	1,007	1,475	2,516	5,582	21,934
23	Metropolitan Riverside County	602	887	1,746	4,415	19,156	883	1,262	2,232	5,136	20,397
24	Perris Valley	602	887	1,746	4,415	19,156	883	1,262	2,232	5,136	20,397
25	Lake Elsinore	661	974	1,918	4,850	21,040	970	1,386	2,452	5,641	22,403
26	Temecula Valley	661	974	1,918	4,850	21,040	970	1,386	2,452	5,641	22,403
27	Anza Area	661	974	1,918	4,850	21,040	970	1,386	2,452	5,641	22,403
28	Hemet/San Jacinto Valley	661	974	1,918	4,850	21,040	970	1,386	2,452	5,641	22,403
29	Banning Airport	1,000	1,420	2,623	6,154	25,057	1,541	2,049	3,458	7,395	26,890
30	Coachella Valley	878	1,387	2,565	6,021	24,417	1,299	1,931	3,409	7,174	26,212
31	East Riverside County	878	1,387	2,565	6,021	24,417	1,299	1,931	3,409	7,174	26,212
32	Northwest San Bernardino Valley	863	1,328	2,423	5,691	23,065	1,232	1,877	3,218	6,778	24,768
33	Southwest San Bernardino Valley	863	1,328	2,423	5,691	23,065	1,232	1,877	3,218	6,778	24,768
34	Central San Bernardino Valley	657	1,044	2,109	5,356	21,708	957	1,442	2,697	6,252	23,304
35	East San Bernardino Valley	763	1,187	2,279	5,351	21,703	1,156	1,687	3,029	6,375	23,294
36	Central San Bernardino Mountains	863	1,328	2,423	5,691	23,065	1,232	1,877	3,218	6,778	24,768
37	West San Bernardino Valley	657	1,044	2,109	5,356	21,708	957	1,442	2,697	6,252	23,304
38	East San Bernardino Mountains	763	1,187	2,279	5,351	21,703	1,156	1,687	3,029	6,375	23,294

Table C-2.
2005 – 2007 SCAQMD Mass Rate Localized Significant Thresholds for Construction and Operational CO Emissions (Concluded)

SRA No.	Source Receptor Area	Allowable emissions (lbs/day) as a function of receptor distance (meters) from site boundary				
		5 Acre				
		25	50	100	200	500
1	Central LA	1,716	2,194	2,852	4,280	10,039
2	Northwest Coastal LA County	1,509	1,957	2,762	4,383	10,467
3	Southwest Coastal LA County	1,823	2,108	2,771	4,377	10,467
4	South Coastal LA County	1,503	1,982	2,613	4,184	10,198
5	Southeast LA County	1,480	1,855	2,437	3,867	9,312
6	West San Fernando Valley	1,138	1,510	2,438	3,871	9,271
7	East San Fernando Valley	1,434	1,872	2,599	4,119	9,848
8	West San Gabriel Valley	1,540	1,921	2,599	4,119	9,857
9	East San Gabriel Valley	2,022	2,683	4,294	8,867	29,411
10	Pomona/Walnut Valley	1,475	2,033	3,477	6,605	22,091
11	South San Gabriel Valley	1,814	1,984	2,549	4,024	9,342
12	South Central LA County	630	879	1,368	2,514	7,389
13	Santa Clarita Valley	1,644	2,095	2,922	4,608	11,049
15	San Gabriel Mountains	1,644	2,095	2,922	4,608	11,049
16	North Orange County	1,246	1,607	2,112	3,347	8,129
17	Central Orange County	1,323	1,830	2,498	4,018	9,336
18	North Coastal Orange County	1,711	1,864	2,455	3,888	9,272
19	Saddleback Valley	1,830	2,102	2,763	4,387	10,507
20	Central Orange County Coastal	1,711	1,864	2,455	3,888	9,272
21	Capistrano Valley	1,830	2,102	2,763	4,387	10,507
22	Norco/Corona	1,700	2,470	3,964	7,606	25,316
23	Metropolitan Riverside County	1,577	2,178	3,437	6,860	23,482
24	Perris Valley	1,577	2,178	3,437	6,860	23,482
25	Lake Elsinore	1,732	2,393	3,775	7,535	25,792
26	Temecula Valley	1,732	2,393	3,775	7,535	25,792
27	Anza Area	1,732	2,393	3,775	7,535	25,792
28	Hemet/San Jacinto Valley	1,732	2,393	3,775	7,535	25,792
29	Banning Airport	2,817	3,575	5,534	10,383	31,903
30	Coachella Valley	2,292	3,237	5,331	10,178	31,115
31	East Riverside County	2,292	3,237	5,331	10,178	31,115
32	Northwest San Bernardino Valley	2,193	2,978	5,188	9,611	29,410
33	Southwest San Bernardino Valley	2,193	2,978	5,188	9,611	29,410
34	Central San Bernardino Valley	1,720	2,361	4,080	8,405	27,680
35	East San Bernardino Valley	2,044	2,847	4,694	9,044	27,650
36	Central San Bernardino Mountains	2,193	2,978	5,188	9,611	29,410
37	West San Bernardino Valley	1,720	2,361	4,080	8,405	27,680
38	East San Bernardino Mountains	2,044	2,847	4,694	9,044	27,650

Table C-3.
SCAQMD Mass Rate Localized Significant Thresholds for Operational PM10 Emissions

SRA No.	Source Receptor Area	Significance Threshold of 2.5 mg/m^3 Allowable emissions (lbs/day) as a function of receptor distance (meters) from boundary of site									
		1 Acre					2 Acre				
		25	50	100	200	500	25	50	100	200	500
1	Central LA	2	4	8	17	43	2	6	11	20	46
2	Northwest Coastal LA County	1	3	7	14	36	2	5	9	16	37
3	Southwest Coastal LA County	1	4	7	14	34	2	6	9	16	36
4	South Coastal LA County	1	3	7	15	38	2	5	9	17	40
5	Southeast LA County	1	3	8	16	42	2	5	10	18	44
6	West San Fernando Valley	1	3	7	15	38	2	5	8	16	39
7	East San Fernando Valley	1	3	7	13	33	2	5	9	15	35
8	West San Gabriel Valley	1	3	7	14	37	2	5	9	16	39
9	East San Gabriel Valley	2	4	9	19	48	2	6	11	20	50
10	Pomona/Walnut Valley	1	3	7	14	36	2	5	8	16	38
11	South San Gabriel Valley	1	4	7	15	37	2	6	9	17	39
12	South Central LA County	1	3	7	13	34	2	5	9	15	36
13	Santa Clarita Valley	1	3	6	13	32	2	5	8	15	34
15	San Gabriel Mountains	1	3	6	13	32	2	5	8	15	34
16	North Orange County	1	3	6	13	33	2	4	8	15	35
17	Central Orange County	1	3	7	15	38	2	5	9	17	40
18	North Coastal Orange County	1	4	7	13	33	2	6	9	15	35
19	Saddleback Valley	1	3	6	12	29	2	5	8	14	31
20	Central Orange County Coastal	1	4	7	13	33	2	6	9	15	35
21	Capistrano Valley	1	3	6	12	29	2	5	8	14	31
22	Norco/Corona	1	3	8	18	48	2	5	10	20	50
23	Metropolitan Riverside County	1	3	8	17	43	2	5	10	18	45
24	Perris Valley	1	3	8	17	43	2	5	10	18	45
25	Lake Elsinore	1	3	8	17	43	2	5	10	18	45
26	Temecula Valley	1	3	8	17	43	2	5	10	18	45
27	Anza Area	1	3	8	17	43	2	5	10	18	45
28	Hemet/San Jacinto Valley	1	3	8	17	43	2	5	10	18	45
29	Banning Airport	2	5	14	31	84	3	8	18	38	98
30	Coachella Valley	1	3	9	20	52	2	6	16	36	97
31	East Riverside County	1	3	9	20	52	2	6	16	36	97
32	Northwest San Bernardino Valley	2	4	11	25	68	2	5	9	16	39
33	Southwest San Bernardino Valley	2	4	11	25	68	2	5	9	16	39
34	Central San Bernardino Valley	1	3	8	18	47	2	6	10	20	50
35	East San Bernardino Valley	1	3	9	20	53	2	5	11	22	56
36	Central San Bernardino Mountains	2	4	11	25	68	2	5	9	16	39
37	West San Bernardino Valley	1	3	8	18	47	2	6	10	20	50
38	East San Bernardino Mountains	1	3	9	20	53	2	5	11	22	56

Table C-3.
SCAQMD Mass Rate Localized Significant Thresholds for Operational PM10 Emissions (Concluded)

SRA No.	Source Receptor Area	Significance Threshold of 2.5 mg/m^3 Allowable emissions (lbs/day) as a function of receptor distance (meters) from boundary of site				
		5 acres				
		25	50	100	200	500
1	Central LA	4	12	17	26	53
2	Northwest Coastal LA County	3	10	13	21	42
3	Southwest Coastal LA County	4	12	15	21	41
4	South Coastal LA County	4	10	14	22	46
5	Southeast LA County	4	10	15	23	49
6	West San Fernando Valley	3	9	13	21	44
7	East San Fernando Valley	4	11	14	21	41
8	West San Gabriel Valley	3	9	13	21	44
9	East San Gabriel Valley	4	11	16	26	55
10	Pomona/Walnut Valley	3	9	13	20	42
11	South San Gabriel Valley	4	11	15	22	45
12	South Central LA County	4	10	14	20	40
13	Santa Clarita Valley	3	10	13	19	39
15	San Gabriel Mountains	3	10	13	19	39
16	North Orange County	3	9	12	19	40
17	Central Orange County	3	10	14	22	45
18	North Coastal Orange County	4	11	14	21	41
19	Saddleback Valley	3	9	12	18	36
20	Central Orange County Coastal	4	11	14	21	41
21	Capistrano Valley	3	9	12	18	36
22	Norco/Corona	3	9	14	25	55
23	Metropolitan Riverside County	4	10	14	23	50
24	Perris Valley	4	10	14	23	50
25	Lake Elsinore	4	10	14	23	50
26	Temecula Valley	4	10	14	23	50
27	Anza Area	4	10	14	23	50
28	Hemet/San Jacinto Valley	4	10	14	23	50
29	Banning Airport	6	16	25	44	98
30	Coachella Valley	4	11	16	27	60
31	East Riverside County	4	11	16	27	60
32	Northwest San Bernardino Valley	4	12	20	34	78
33	Southwest San Bernardino Valley	4	12	20	34	78
34	Central San Bernardino Valley	4	11	16	26	55
35	East San Bernardino Valley	4	11	16	28	62
36	Central San Bernardino Mountains	4	12	20	34	78
37	West San Bernardino Valley	4	11	16	26	55
38	East San Bernardino Mountains	4	11	16	28	62

Table C-4.
SCAQMD Mass Rate Localized Significant Thresholds for Construction PM10 Emissions

SRA No.	Source Receptor Area	Significance Threshold of 10.4 mg/m^3 Allowable emissions (lbs/day) as a function of receptor distance (meters) from boundary of site									
		1 Acre					2 Acre				
		25	50	100	200	500	25	50	100	200	500
1	Central LA	5	15	33	70	179	8	25	43	80	190
2	Northwest Coastal LA County	4	12	27	57	146	6	19	34	64	154
3	Southwest Coastal LA County	5	14	28	56	140	8	23	37	65	148
4	South Coastal LA County	4	13	29	61	158	7	21	37	70	167
5	Southeast LA County	4	13	30	66	173	7	21	39	74	182
6	West San Fernando Valley	4	11	27	59	155	6	17	33	66	162
7	East San Fernando Valley	4	13	26	54	136	7	21	34	62	144
8	West San Gabriel Valley	4	11	27	58	152	6	19	34	66	160
9	East San Gabriel Valley	5	14	34	75	199	7	22	42	84	207
10	Pomona/Walnut Valley	4	11	26	57	148	6	18	33	64	156
11	South San Gabriel Valley	5	13	29	60	153	7	22	37	68	162
12	South Central LA County	4	12	26	54	139	7	20	34	62	146
13	Santa Clarita Valley	4	12	25	51	131	6	19	32	59	139
15	San Gabriel Mountains	4	12	25	51	131	6	19	32	59	139
16	North Orange County	4	10	24	53	137	6	17	31	60	145
17	Central Orange County	4	12	28	60	158	6	19	35	68	166
18	North Coastal Orange County	4	13	27	54	135	7	21	35	62	144
19	Saddleback Valley	4	11	24	48	121	6	18	30	55	129
20	Central Orange County Coastal	4	13	27	54	135	7	21	35	62	144
21	Capistrano Valley	4	11	24	48	121	6	18	30	55	129
22	Norco/Corona	4	11	32	73	198	6	18	39	81	206
23	Metropolitan Riverside County	4	12	30	67	178	7	20	38	75	186
24	Perris Valley	4	12	30	67	178	7	20	38	75	186
25	Lake Elsinore	4	12	30	67	178	7	20	38	75	186
26	Temecula Valley	4	12	30	67	178	7	20	38	75	186
27	Anza Area	4	12	30	67	178	7	20	38	75	186
28	Hemet/San Jacinto Valley	4	12	30	67	178	7	20	38	75	186
29	Banning Airport	6	19	55	129	348	10	32	73	157	407
30	Coachella Valley	4	13	35	80	214	7	22	44	89	223
31	East Riverside County	4	13	35	80	214	7	22	44	89	223
32	Northwest San Bernardino Valley	5	14	44	103	280	6	19	34	66	160
33	Southwest San Bernardino Valley	5	14	44	103	280	6	19	34	66	160
34	Central San Bernardino Valley	4	13	33	74	196	7	22	42	83	205
35	East San Bernardino Valley	4	12	36	82	220	7	21	44	90	230
36	Central San Bernardino Mountains	5	14	44	103	280	6	19	34	66	160
37	West San Bernardino Valley	4	13	33	74	196	7	22	42	83	205
38	East San Bernardino Mountains	4	12	36	82	220	7	21	44	90	230

Table C-4.
SCAQMD Mass Rate Localized Significant Thresholds for Construction PM10 Emissions (Concluded)

SRA No.	Source Receptor Area	Significance Threshold of 2.5 mg/m^3 Allowable emissions (lbs/day) as a function of receptor distance (meters) from boundary of site				
		5 acres				
		25	50	100	200	500
1	Central LA	16	50	69	107	219
2	Northwest Coastal LA County	13	40	55	84	174
3	Southwest Coastal LA County	15	46	60	88	171
4	South Coastal LA County	14	42	58	92	191
5	Southeast LA County	14	42	60	95	203
6	West San Fernando Valley	11	35	51	84	181
7	East San Fernando Valley	14	42	56	84	167
8	West San Gabriel Valley	12	37	53	85	180
9	East San Gabriel Valley	14	43	63	105	229
10	Pomona/Walnut Valley	12	36	51	82	175
11	South San Gabriel Valley	14	43	59	91	186
12	South Central LA County	13	41	55	83	166
13	Santa Clarita Valley	12	38	52	79	161
15	San Gabriel Mountains	12	38	52	79	161
16	North Orange County	11	34	49	78	165
17	Central Orange County	13	39	55	88	188
18	North Coastal Orange County	14	44	57	85	167
19	Saddleback Valley	12	37	49	74	148
20	Central Orange County Coastal	14	44	57	85	167
21	Capistrano Valley	12	37	49	74	148
22	Norco/Corona	12	37	58	101	228
23	Metropolitan Riverside County	13	40	59	96	207
24	Perris Valley	13	40	59	96	207
25	Lake Elsinore	13	40	59	96	207
26	Temecula Valley	13	40	59	96	207
27	Anza Area	13	40	59	96	207
28	Hemet/San Jacinto Valley	13	40	59	96	207
29	Banning Airport	21	67	104	180	405
30	Coachella Valley	14	44	67	112	248
31	East Riverside County	14	44	67	112	248
32	Northwest San Bernardino Valley	16	50	80	140	322
33	Southwest San Bernardino Valley	16	50	80	140	322
34	Central San Bernardino Valley	14	44	65	106	229
35	East San Bernardino Valley	14	42	66	113	255
36	Central San Bernardino Mountains	16	50	80	140	322
37	West San Bernardino Valley	14	44	65	106	229
38	East San Bernardino Mountains	14	42	66	113	255

Table C-5.
SCAQMD Mass Rate Localized Significant Thresholds for Construction PM2.5 Emissions

SRA No.	Source Receptor Area	Significance Threshold of 10.4 ug/m^3 Allowable emissions (lbs/day) as a function of receptor distance (meters) from boundary of site									
		1 Acre					2 Acre				
		25	50	100	200	500	25	50	100	200	500
1	Central LA	3	5	10	24	102	5	7	12	28	110
2	Northwest Coastal LA County	3	4	8	18	77	4	5	10	21	82
3	Southwest Coastal LA County	3	5	9	21	75	5	7	12	25	81
4	South Coastal LA County	3	5	10	26	93	5	7	13	30	101
5	Southeast LA County	3	4	8	19	86	4	6	10	22	92
6	West San Fernando Valley	3	4	7	18	79	4	5	9	21	84
7	East San Fernando Valley	3	4	8	18	68	4	6	10	21	73
8	West San Gabriel Valley	3	4	7	18	77	4	5	9	21	82
9	East San Gabriel Valley	3	5	9	22	94	5	7	12	26	100
10	Pomona/Walnut Valley	3	4	7	18	75	4	6	10	21	80
11	South San Gabriel Valley	4	5	9	20	83	5	8	12	24	89
12	South Central LA County	3	4	7	17	70	4	6	9	19	74
13	Santa Clarita Valley	3	4	7	18	74	4	5	9	20	80
15	San Gabriel Mountains	3	4	7	18	74	4	5	9	20	80
16	North Orange County	3	4	9	20	74	4	6	11	24	79
17	Central Orange County	3	4	9	22	85	4	6	11	25	92
18	North Coastal Orange County	3	5	9	22	76	5	7	12	26	83
19	Saddleback Valley	3	4	8	19	68	4	6	10	22	74
20	Central Orange County Coastal	3	5	9	22	76	5	7	12	26	83
21	Capistrano Valley	3	4	8	19	68	4	6	10	22	74
22	Norco/Corona	3	5	9	22	92	5	7	12	25	98
23	Metropolitan Riverside County	3	4	8	20	86	4	6	10	23	91
24	Perris Valley	3	4	8	20	86	4	6	10	23	91
25	Lake Elsinore	3	4	8	20	86	4	6	10	23	91
26	Temecula Valley	3	4	8	20	86	4	6	10	23	91
27	Anza Area	3	4	8	20	86	4	6	10	23	91
28	Hemet/San Jacinto Valley	3	4	8	20	86	4	6	10	23	91
29	Banning Airport	4	7	14	36	156	6	9	17	41	166
30	Coachella Valley	3	5	10	24	105	5	7	12	28	112
31	East Riverside County	3	5	10	24	105	5	7	12	28	112
32	Northwest San Bernardino Valley	4	6	12	32	141	5	8	14	36	150
33	Southwest San Bernardino Valley	4	6	12	32	141	5	8	14	36	150
34	Central San Bernardino Valley	3	5	9	23	98	4	6	12	26	104
35	East San Bernardino Valley	4	5	10	26	112	5	7	13	30	120
36	Central San Bernardino Mountains	4	6	12	32	141	5	8	14	36	150
37	West San Bernardino Valley	3	5	9	23	98	4	6	12	26	104
38	East San Bernardino Mountains	4	5	10	26	112	5	7	13	30	120

Table C-5.
SCAQMD Mass Rate Localized Significant Thresholds for Construction PM2.5 Emissions (Concluded)

SRA No.	Source Receptor Area	Significance Threshold of 10.4 ug/m^3 Allowable emissions (lbs/day) as a function of receptor distance (meters) from boundary of site				
		5 Acre				
		25	50	100	200	500
1	Central LA	8	11	18	36	126
2	Northwest Coastal LA County	6	8	14	29	95
3	Southwest Coastal LA County	8	11	19	35	96
4	South Coastal LA County	8	10	18	39	120
5	Southeast LA County	7	10	15	30	103
6	West San Fernando Valley	6	8	13	26	96
7	East San Fernando Valley	8	10	15	28	86
8	West San Gabriel Valley	7	9	14	27	93
9	East San Gabriel Valley	8	11	17	35	116
10	Pomona/Walnut Valley	7	9	15	28	93
11	South San Gabriel Valley	9	12	19	34	104
12	South Central LA County	7	10	15	27	86
13	Santa Clarita Valley	6	8	13	26	95
15	San Gabriel Mountains	6	8	13	26	95
16	North Orange County	6	9	15	34	95
17	Central Orange County	7	9	15	32	109
18	North Coastal Orange County	9	11	18	35	101
19	Saddleback Valley	8	11	16	30	90
20	Central Orange County Coastal	9	11	18	35	101
21	Capistrano Valley	8	11	16	30	90
22	Norco/Corona	8	11	18	34	113
23	Metropolitan Riverside County	8	10	16	31	105
24	Perris Valley	8	10	16	31	105
25	Lake Elsinore	8	10	16	31	105
26	Temecula Valley	8	10	16	31	105
27	Anza Area	8	10	16	31	105
28	Hemet/San Jacinto Valley	8	10	16	31	105
29	Banning Airport	11	14	25	55	189
30	Coachella Valley	8	11	19	37	128
31	East Riverside County	8	11	19	37	128
32	Northwest San Bernardino Valley	9	12	21	45	170
33	Southwest San Bernardino Valley	9	12	21	45	170
34	Central San Bernardino Valley	8	10	17	35	120
35	East San Bernardino Valley	9	12	20	40	140
36	Central San Bernardino Mountains	9	12	21	45	170
37	West San Bernardino Valley	8	10	17	35	120
38	East San Bernardino Mountains	9	12	20	40	140

Table C-6.
SCAQMD Mass Rate Localized Significant Thresholds for Operation PM2.5 Emissions

SRA No.	Source Receptor Area	Significance Threshold of 2.5 ug/m^3 Allowable emissions (lbs/day) as a function of receptor distance (meters) from boundary of site									
		1 Acre					2 Acre				
		25	50	100	200	500	25	50	100	200	500
1	Central LA	1	2	3	6	25	2	2	3	7	27
2	Northwest Coastal LA County	1	1	2	5	19	1	2	3	6	20
3	Southwest Coastal LA County	1	2	3	5	18	1	2	3	6	20
4	South Coastal LA County	1	2	3	7	23	1	2	4	8	25
5	Southeast LA County	1	1	2	5	21	1	2	3	6	22
6	West San Fernando Valley	1	1	2	5	19	1	2	2	5	21
7	East San Fernando Valley	1	1	2	5	17	1	2	3	5	18
8	West San Gabriel Valley	1	1	2	5	19	1	2	3	5	20
9	East San Gabriel Valley	1	2	3	6	23	2	2	3	7	25
10	Pomona/Walnut Valley	1	1	2	5	18	1	2	3	5	20
11	South San Gabriel Valley	1	2	3	5	20	2	2	3	6	22
12	South Central LA County	1	1	2	4	17	1	2	3	5	18
13	Santa Clarita Valley	1	1	2	5	18	1	2	2	5	20
15	San Gabriel Mountains	1	1	2	5	18	1	2	2	5	20
16	North Orange County	1	1	3	5	18	1	2	3	6	19
17	Central Orange County	1	1	2	6	21	1	2	3	6	22
18	North Coastal Orange County	1	2	3	6	19	2	2	3	7	20
19	Saddleback Valley	1	1	2	5	17	1	2	3	6	18
20	Central Orange County Coastal	1	2	3	6	19	2	2	3	7	20
21	Capistrano Valley	1	1	2	5	17	1	2	3	6	18
22	Norco/Corona	1	2	3	6	23	2	2	3	6	24
23	Metropolitan Riverside County	1	1	2	5	21	1	2	3	6	22
24	Perris Valley	1	1	2	5	21	1	2	3	6	22
25	Lake Elsinore	1	1	2	5	21	1	2	3	6	22
26	Temecula Valley	1	1	2	5	21	1	2	3	6	22
27	Anza Area	1	1	2	5	21	1	2	3	6	22
28	Hemet/San Jacinto Valley	1	1	2	5	21	1	2	3	6	22
29	Banning Airport	1	2	4	9	38	2	3	5	10	40
30	Coachella Valley	1	2	3	6	26	2	2	3	7	27
31	East Riverside County	1	2	3	6	26	2	2	3	7	27
32	Northwest San Bernardino Valley	1	2	3	8	34	2	2	4	9	36
33	Southwest San Bernardino Valley	1	2	3	8	34	2	2	4	9	36
34	Central San Bernardino Valley	1	2	3	6	24	1	2	3	7	25
35	East San Bernardino Valley	1	2	3	7	27	2	2	4	8	29
36	Central San Bernardino Mountains	1	2	3	8	34	2	2	4	9	36
37	West San Bernardino Valley	1	2	3	6	24	1	2	3	7	25
38	East San Bernardino Mountains	1	2	3	7	27	2	2	4	8	29

Table C-6.
SCAQMD Mass Rate Localized Significant Thresholds for Operation PM2.5 Emissions (Concluded)

SRA No.	Source Receptor Area	Significance Threshold of 2.5 ug/m3 Allowable emissions (lbs/day) as a function of receptor distance (meters) from boundary of site				
		5 Acre				
		25	50	100	200	500
1	Central LA	2	3	5	9	31
2	Northwest Coastal LA County	2	2	4	7	23
3	Southwest Coastal LA County	2	3	5	9	24
4	South Coastal LA County	2	3	5	10	29
5	Southeast LA County	2	3	4	8	25
6	West San Fernando Valley	2	2	3	7	23
7	East San Fernando Valley	2	3	4	7	21
8	West San Gabriel Valley	2	3	4	7	23
9	East San Gabriel Valley	2	3	5	9	28
10	Pomona/Walnut Valley	2	3	4	7	23
11	South San Gabriel Valley	2	3	5	9	25
12	South Central LA County	2	3	4	7	21
13	Santa Clarita Valley	2	2	3	7	23
15	San Gabriel Mountains	2	2	3	7	23
16	North Orange County	2	3	4	8	23
17	Central Orange County	2	3	4	8	27
18	North Coastal Orange County	2	3	5	9	25
19	Saddleback Valley	2	3	4	8	22
20	Central Orange County Coastal	2	3	5	9	25
21	Capistrano Valley	2	3	4	8	22
22	Norco/Corona	2	3	5	9	28
23	Metropolitan Riverside County	2	3	4	8	26
24	Perris Valley	2	3	4	8	26
25	Lake Elsinore	2	3	4	8	26
26	Temecula Valley	2	3	4	8	26
27	Anza Area	2	3	4	8	26
28	Hemet/San Jacinto Valley	2	3	4	8	26
29	Banning Airport	3	4	6	14	46
30	Coachella Valley	2	3	5	9	31
31	East Riverside County	2	3	5	9	31
32	Northwest San Bernardino Valley	2	3	5	11	41
33	Southwest San Bernardino Valley	2	3	5	11	41
34	Central San Bernardino Valley	2	3	5	9	29
35	East San Bernardino Valley	3	3	5	10	34
36	Central San Bernardino Mountains	2	3	5	11	41
37	West San Bernardino Valley	2	3	5	9	29
38	East San Bernardino Mountains	3	3	5	10	34

Attachment E

Amended Emission Estimates using URBEMIS 2007 Version 9.2.4
(dated October 21, 2008)

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\stvalde\Application Data\Urbemis\Version9a\Projects\3635 Elm Avenue Aqmd October 8.urb924

Project Name: 5-Story, 65 Unit Senior Assisted Living Facility

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2008 TOTALS (lbs/day unmitigated)	5.89	48.72	26.22	0.02	42.88	2.63	45.51	8.96	2.42	11.38	4,632.16
2008 TOTALS (lbs/day mitigated)	5.89	48.72	26.22	0.02	9.67	2.63	12.31	2.03	2.42	4.45	4,632.16
2009 TOTALS (lbs/day unmitigated)	9.04	45.91	24.97	0.02	42.88	2.45	45.33	8.96	2.26	11.22	4,632.04
2009 TOTALS (lbs/day mitigated)	8.13	45.91	24.97	0.02	9.67	2.45	12.13	2.03	2.26	4.29	4,632.04

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	3.61	0.66	1.82	0.00	0.01	0.01	816.34
TOTALS (lbs/day, mitigated)	3.60	0.53	1.77	0.00	0.01	0.01	653.64
Percent Reduction	0.28	19.70	2.75	NaN	0.00	0.00	19.93

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1.21	1.07	9.72	0.01	1.60	0.31	957.67

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	4.82	1.73	11.54	0.01	1.61	0.32	1,774.01

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

Construction Unmitigated Detail Report:

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CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 12/8/2008-12/31/2008 Active Days: 18	5.89	**48.72**	**26.22**	**0.02**	42.88	**2.63**	45.51	8.96	**2.42**	11.38	**4,632.16**
Mass Grading 12/08/2008-01/16/2009	5.89	48.72	26.22	0.02	42.88	2.63	45.51	8.96	2.42	11.38	4,632.16
Mass Grading Dust	0.00	0.00	0.00	0.00	42.82	0.00	42.82	8.94	0.00	8.94	0.00
Mass Grading Off Road Diesel	4.79	35.59	18.39	0.00	0.00	2.04	2.04	0.00	1.88	1.88	2,896.15
Mass Grading On Road Diesel	1.02	12.98	5.34	0.01	0.05	0.59	0.64	0.02	0.54	0.56	1,487.11
Mass Grading Worker Trips	0.08	0.15	2.49	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.89
Time Slice 1/1/2009-1/16/2009 Active Days: 12	5.56	45.91	24.97	**0.02**	42.88	2.45	45.33	8.96	2.26	11.22	4,632.04
Mass Grading 12/08/2008-01/16/2009	5.56	45.91	24.97	0.02	42.88	2.45	45.33	8.96	2.26	11.22	4,632.04
Mass Grading Dust	0.00	0.00	0.00	0.00	42.82	0.00	42.82	8.94	0.00	8.94	0.00
Mass Grading Off Road Diesel	4.52	33.57	17.72	0.00	0.00	1.92	1.92	0.00	1.76	1.76	2,896.15
Mass Grading On Road Diesel	0.96	12.21	4.93	0.01	0.05	0.53	0.58	0.02	0.49	0.50	1,487.11
Mass Grading Worker Trips	0.08	0.14	2.32	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.77
Time Slice 1/19/2009-4/17/2009 Active Days: 65	1.64	11.96	11.81	0.01	0.04	0.73	0.77	0.01	0.67	0.68	1,781.08
Building 01/19/2009-07/17/2009	1.64	11.96	11.81	0.01	0.04	0.73	0.77	0.01	0.67	0.68	1,781.08
Building Off Road Diesel	1.30	9.79	4.94	0.00	0.00	0.63	0.63	0.00	0.58	0.58	893.39
Building Vendor Trips	0.16	1.85	1.43	0.00	0.01	0.08	0.09	0.00	0.07	0.08	305.57
Building Worker Trips	0.18	0.33	5.44	0.01	0.03	0.02	0.04	0.01	0.01	0.02	582.12

Time Slice 4/20/2009-5/28/2009 Active Days: 29	3.80	24.70	20.91	0.01	0.05	1.83	1.87	0.02	1.68	1.70	2,985.08
Asphalt 04/18/2009-05/28/2009	2.16	12.73	9.10	0.00	0.01	1.10	1.11	0.00	1.01	1.01	1,204.00
Paving Off-Gas	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.08	12.55	7.05	0.00	0.00	1.09	1.09	0.00	1.00	1.00	979.23
Paving On Road Diesel	0.00	0.06	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.10
Paving Worker Trips	0.07	0.12	2.03	0.00	0.01	0.01	0.02	0.00	0.00	0.01	217.67
Building 01/19/2009-07/17/2009	1.64	11.96	11.81	0.01	0.04	0.73	0.77	0.01	0.67	0.68	1,781.08
Building Off Road Diesel	1.30	9.79	4.94	0.00	0.00	0.63	0.63	0.00	0.58	0.58	893.39
Building Vendor Trips	0.16	1.85	1.43	0.00	0.01	0.08	0.09	0.00	0.07	0.08	305.57
Building Worker Trips	0.18	0.33	5.44	0.01	0.03	0.02	0.04	0.01	0.01	0.02	582.12
Time Slice 5/29/2009-7/17/2009 Active Days: 36	1.64	11.96	11.81	0.01	0.04	0.73	0.77	0.01	0.67	0.68	1,781.08
Building 01/19/2009-07/17/2009	1.64	11.96	11.81	0.01	0.04	0.73	0.77	0.01	0.67	0.68	1,781.08
Building Off Road Diesel	1.30	9.79	4.94	0.00	0.00	0.63	0.63	0.00	0.58	0.58	893.39
Building Vendor Trips	0.16	1.85	1.43	0.00	0.01	0.08	0.09	0.00	0.07	0.08	305.57
Building Worker Trips	0.18	0.33	5.44	0.01	0.03	0.02	0.04	0.01	0.01	0.02	582.12
Time Slice 7/20/2009-9/18/2009 Active Days: 45	9.04	0.03	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51.54
Coating 07/20/2009-09/18/2009	9.04	0.03	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51.54
Architectural Coating	9.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.03	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51.54

Phase Assumptions

Phase: Mass Grading 12/8/2008 - 1/16/2009 - Default Mass Site Grading/Excavation Description

Total Acres Disturbed: 0.55

Maximum Daily Acreage Disturbed: 0.14

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Fugitive Dust Level of Detail: Low

Onsite Cut/Fill: 351 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day

On Road Truck Travel (VMT): 350.87

Off-Road Equipment:

2 Forklifts (145 hp) operating at a 0.3 load factor for 7 hours per day

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 4/18/2009 - 5/28/2009 - Default Paving Description

Acres to be Paved: 0.14

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 1/19/2009 - 7/17/2009 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 7/20/2009 - 9/18/2009 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

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Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 12/8/2008-12/31/2008 Active Days: 18	5.89	**48.72**	**26.22**	**0.02**	9.67	**2.63**	12.31	2.03	**2.42**	4.45	**4,632.16**
Mass Grading 12/08/2008-01/16/2009	5.89	48.72	26.22	0.02	9.67	2.63	12.31	2.03	2.42	4.45	4,632.16
Mass Grading Dust	0.00	0.00	0.00	0.00	9.61	0.00	9.61	2.01	0.00	2.01	0.00
Mass Grading Off Road Diesel	4.79	35.59	18.39	0.00	0.00	2.04	2.04	0.00	1.88	1.88	2,896.15
Mass Grading On Road Diesel	1.02	12.98	5.34	0.01	0.05	0.59	0.64	0.02	0.54	0.56	1,487.11
Mass Grading Worker Trips	0.08	0.15	2.49	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.89
Time Slice 1/1/2009-1/16/2009 Active Days: 12	5.56	45.91	24.97	**0.02**	9.67	2.45	12.13	2.03	2.26	4.29	4,632.04
Mass Grading 12/08/2008-01/16/2009	5.56	45.91	24.97	0.02	9.67	2.45	12.13	2.03	2.26	4.29	4,632.04
Mass Grading Dust	0.00	0.00	0.00	0.00	9.61	0.00	9.61	2.01	0.00	2.01	0.00
Mass Grading Off Road Diesel	4.52	33.57	17.72	0.00	0.00	1.92	1.92	0.00	1.76	1.76	2,896.15
Mass Grading On Road Diesel	0.96	12.21	4.93	0.01	0.05	0.53	0.58	0.02	0.49	0.50	1,487.11
Mass Grading Worker Trips	0.08	0.14	2.32	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.77

Time Slice 1/19/2009-4/17/2009 Active Days: 65	1.64	9.59	11.81	0.01	0.04	0.40	0.43	0.01	0.36	0.38	1,781.08
Building 01/19/2009-07/17/2009	1.64	9.59	11.81	0.01	0.04	0.40	0.43	0.01	0.36	0.38	1,781.08
Building Off Road Diesel	1.30	7.42	4.94	0.00	0.00	0.30	0.30	0.00	0.28	0.28	893.39
Building Vendor Trips	0.16	1.85	1.43	0.00	0.01	0.08	0.09	0.00	0.07	0.08	305.57
Building Worker Trips	0.18	0.33	5.44	0.01	0.03	0.02	0.04	0.01	0.01	0.02	582.12
Time Slice 4/20/2009-5/28/2009 Active Days: 29	3.80	16.25	20.91	0.01	0.05	0.83	0.88	0.02	0.76	0.78	2,985.08
Asphalt 04/18/2009-05/28/2009	2.16	6.65	9.10	0.00	0.01	0.43	0.45	0.00	0.40	0.40	1,204.00
Paving Off-Gas	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.08	6.47	7.05	0.00	0.00	0.43	0.43	0.00	0.39	0.39	979.23
Paving On Road Diesel	0.00	0.06	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.10
Paving Worker Trips	0.07	0.12	2.03	0.00	0.01	0.01	0.02	0.00	0.00	0.01	217.67
Building 01/19/2009-07/17/2009	1.64	9.59	11.81	0.01	0.04	0.40	0.43	0.01	0.36	0.38	1,781.08
Building Off Road Diesel	1.30	7.42	4.94	0.00	0.00	0.30	0.30	0.00	0.28	0.28	893.39
Building Vendor Trips	0.16	1.85	1.43	0.00	0.01	0.08	0.09	0.00	0.07	0.08	305.57
Building Worker Trips	0.18	0.33	5.44	0.01	0.03	0.02	0.04	0.01	0.01	0.02	582.12
Time Slice 5/29/2009-7/17/2009 Active Days: 36	1.64	9.59	11.81	0.01	0.04	0.40	0.43	0.01	0.36	0.38	1,781.08
Building 01/19/2009-07/17/2009	1.64	9.59	11.81	0.01	0.04	0.40	0.43	0.01	0.36	0.38	1,781.08
Building Off Road Diesel	1.30	7.42	4.94	0.00	0.00	0.30	0.30	0.00	0.28	0.28	893.39
Building Vendor Trips	0.16	1.85	1.43	0.00	0.01	0.08	0.09	0.00	0.07	0.08	305.57
Building Worker Trips	0.18	0.33	5.44	0.01	0.03	0.02	0.04	0.01	0.01	0.02	582.12

Time Slice 7/20/2009-9/18/2009 Active Days: 45	8.13	0.03	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51.54
Coating 07/20/2009-09/18/2009	8.13	0.03	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51.54
Architectural Coating	8.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.03	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51.54

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 12/8/2008 - 1/16/2009 - Default Mass Site Grading/Excavation Description

For Soil Stablizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:

PM10: 84% PM25: 84%

For Soil Stablizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:

PM10: 5% PM25: 5%

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

The following mitigation measures apply to Phase: Paving 4/18/2009 - 5/28/2009 - Default Paving Description

For Cement and Mortar Mixers, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Cement and Mortar Mixers, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Pavers, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 15% PM10: 50% PM25: 50%

For Pavers, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Pavers, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Rollers, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 15% PM10: 50% PM25: 50%

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For Rollers, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Rollers, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Tractors/Loaders/Backhoes, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 15% PM10: 50% PM25: 50%

For Tractors/Loaders/Backhoes, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Building Construction 1/19/2009 - 7/17/2009 - Default Building Construction Description

For Forklifts, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Forklifts, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Tractors/Loaders/Backhoes, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

PM10: 85% PM25: 85%

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Architectural Coating 7/20/2009 - 9/18/2009 - Default Architectural Coating Description

For Residential Architectural Coating Measures, the Residential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Residential Architectural Coating Measures, the Residential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Nonresidential Architectural Coating Measures, the Nonresidential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Nonresidential Architectural Coating Measures, the Nonresidential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.05	0.64	0.27	0.00	0.00	0.00	813.53
Hearth - No Summer Emissions							
Landscape	0.12	0.02	1.55	0.00	0.01	0.01	2.81
Consumer Products	3.33						
Architectural Coatings	0.11						
TOTALS (lbs/day, unmitigated)	3.61	0.66	1.82	0.00	0.01	0.01	816.34

Area Source Mitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.04	0.51	0.22	0.00	0.00	0.00	650.83
Hearth - No Summer Emissions							
Landscape	0.12	0.02	1.55	0.00	0.01	0.01	2.81
Consumer Products	3.33						
Architectural Coatings	0.11						
TOTALS (lbs/day, mitigated)	3.60	0.53	1.77	0.00	0.01	0.01	653.64

Area Source Mitigation Measures Selected

Mitigation Description	Percent Reduction
Residential Increase Energy Efficiency Beyond Title 24	20.00

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Congregate care (Assisted Living) Facility	1.21	1.07	9.72	0.01	1.60	0.31	957.67
TOTALS (lbs/day, unmitigated)	1.21	1.07	9.72	0.01	1.60	0.31	957.67

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Congregate care (Assisted Living) Facility	0.55	1.41	dwelling units	65.00	91.65	925.92
					91.65	925.92

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.6	1.1	98.7	0.2
Light Truck < 3750 lbs	6.8	2.9	94.2	2.9
Light Truck 3751-5750 lbs	22.8	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.0	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	86.7	13.3

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.3	69.6	30.4	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

Operational Changes to Defaults

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\stvalde\Application Data\Urbemis\Version9a\Projects\3635 Elm Avenue Aqmd October 8.urb924

Project Name: 5-Story, 65 Unit Senior Assisted Living Facility

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2008 TOTALS (lbs/day unmitigated)	5.89	48.72	26.22	0.02	42.88	2.63	45.51	8.96	2.42	11.38	4,632.16
2008 TOTALS (lbs/day mitigated)	5.89	48.72	26.22	0.02	9.67	2.63	12.31	2.03	2.42	4.45	4,632.16
2009 TOTALS (lbs/day unmitigated)	9.04	45.91	24.97	0.02	42.88	2.45	45.33	8.96	2.26	11.22	4,632.04
2009 TOTALS (lbs/day mitigated)	8.13	45.91	24.97	0.02	9.67	2.45	12.13	2.03	2.26	4.29	4,632.04

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	13.67	1.41	28.47	0.08	4.37	4.21	1,855.39
TOTALS (lbs/day, mitigated)	13.66	1.28	28.42	0.08	4.37	4.21	1,692.69
Percent Reduction	0.07	9.22	0.18	0.00	0.00	0.00	8.77

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1.04	1.29	9.27	0.01	1.60	0.31	867.87

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	14.71	2.70	37.74	0.09	5.97	4.52	2,723.26

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

Construction Unmitigated Detail Report:

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CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 12/8/2008-12/31/2008 Active Days: 18	5.89	**48.72**	**26.22**	**0.02**	42.88	**2.63**	45.51	8.96	**2.42**	11.38	**4,632.16**
Mass Grading 12/08/2008-01/16/2009	5.89	48.72	26.22	0.02	42.88	2.63	45.51	8.96	2.42	11.38	4,632.16
Mass Grading Dust	0.00	0.00	0.00	0.00	42.82	0.00	42.82	8.94	0.00	8.94	0.00
Mass Grading Off Road Diesel	4.79	35.59	18.39	0.00	0.00	2.04	2.04	0.00	1.88	1.88	2,896.15
Mass Grading On Road Diesel	1.02	12.98	5.34	0.01	0.05	0.59	0.64	0.02	0.54	0.56	1,487.11
Mass Grading Worker Trips	0.08	0.15	2.49	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.89
Time Slice 1/1/2009-1/16/2009 Active Days: 12	5.56	45.91	24.97	**0.02**	42.88	2.45	45.33	8.96	2.26	11.22	4,632.04
Mass Grading 12/08/2008-01/16/2009	5.56	45.91	24.97	0.02	42.88	2.45	45.33	8.96	2.26	11.22	4,632.04
Mass Grading Dust	0.00	0.00	0.00	0.00	42.82	0.00	42.82	8.94	0.00	8.94	0.00
Mass Grading Off Road Diesel	4.52	33.57	17.72	0.00	0.00	1.92	1.92	0.00	1.76	1.76	2,896.15
Mass Grading On Road Diesel	0.96	12.21	4.93	0.01	0.05	0.53	0.58	0.02	0.49	0.50	1,487.11
Mass Grading Worker Trips	0.08	0.14	2.32	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.77
Time Slice 1/19/2009-4/17/2009 Active Days: 65	1.64	11.96	11.81	0.01	0.04	0.73	0.77	0.01	0.67	0.68	1,781.08
Building 01/19/2009-07/17/2009	1.64	11.96	11.81	0.01	0.04	0.73	0.77	0.01	0.67	0.68	1,781.08
Building Off Road Diesel	1.30	9.79	4.94	0.00	0.00	0.63	0.63	0.00	0.58	0.58	893.39
Building Vendor Trips	0.16	1.85	1.43	0.00	0.01	0.08	0.09	0.00	0.07	0.08	305.57
Building Worker Trips	0.18	0.33	5.44	0.01	0.03	0.02	0.04	0.01	0.01	0.02	582.12

Time Slice 4/20/2009-5/28/2009 Active Days: 29	3.80	24.70	20.91	0.01	0.05	1.83	1.87	0.02	1.68	1.70	2,985.08
Asphalt 04/18/2009-05/28/2009	2.16	12.73	9.10	0.00	0.01	1.10	1.11	0.00	1.01	1.01	1,204.00
Paving Off-Gas	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.08	12.55	7.05	0.00	0.00	1.09	1.09	0.00	1.00	1.00	979.23
Paving On Road Diesel	0.00	0.06	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.10
Paving Worker Trips	0.07	0.12	2.03	0.00	0.01	0.01	0.02	0.00	0.00	0.01	217.67
Building 01/19/2009-07/17/2009	1.64	11.96	11.81	0.01	0.04	0.73	0.77	0.01	0.67	0.68	1,781.08
Building Off Road Diesel	1.30	9.79	4.94	0.00	0.00	0.63	0.63	0.00	0.58	0.58	893.39
Building Vendor Trips	0.16	1.85	1.43	0.00	0.01	0.08	0.09	0.00	0.07	0.08	305.57
Building Worker Trips	0.18	0.33	5.44	0.01	0.03	0.02	0.04	0.01	0.01	0.02	582.12
Time Slice 5/29/2009-7/17/2009 Active Days: 36	1.64	11.96	11.81	0.01	0.04	0.73	0.77	0.01	0.67	0.68	1,781.08
Building 01/19/2009-07/17/2009	1.64	11.96	11.81	0.01	0.04	0.73	0.77	0.01	0.67	0.68	1,781.08
Building Off Road Diesel	1.30	9.79	4.94	0.00	0.00	0.63	0.63	0.00	0.58	0.58	893.39
Building Vendor Trips	0.16	1.85	1.43	0.00	0.01	0.08	0.09	0.00	0.07	0.08	305.57
Building Worker Trips	0.18	0.33	5.44	0.01	0.03	0.02	0.04	0.01	0.01	0.02	582.12
Time Slice 7/20/2009-9/18/2009 Active Days: 45	**9.04**	0.03	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51.54
Coating 07/20/2009-09/18/2009	9.04	0.03	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51.54
Architectural Coating	9.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.03	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51.54

Phase Assumptions

Phase: Mass Grading 12/8/2008 - 1/16/2009 - Default Mass Site Grading/Excavation Description

Total Acres Disturbed: 0.55

Maximum Daily Acreage Disturbed: 0.14

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Fugitive Dust Level of Detail: Low

Onsite Cut/Fill: 351 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day

On Road Truck Travel (VMT): 350.87

Off-Road Equipment:

2 Forklifts (145 hp) operating at a 0.3 load factor for 7 hours per day

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 4/18/2009 - 5/28/2009 - Default Paving Description

Acres to be Paved: 0.14

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 1/19/2009 - 7/17/2009 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 7/20/2009 - 9/18/2009 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

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Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 12/8/2008-12/31/2008 Active Days: 18	5.89	**48.72**	**26.22**	**0.02**	9.67	**2.63**	12.31	2.03	**2.42**	4.45	**4,632.16**
Mass Grading 12/08/2008-01/16/2009	5.89	48.72	26.22	0.02	9.67	2.63	12.31	2.03	2.42	4.45	4,632.16
Mass Grading Dust	0.00	0.00	0.00	0.00	9.61	0.00	9.61	2.01	0.00	2.01	0.00
Mass Grading Off Road Diesel	4.79	35.59	18.39	0.00	0.00	2.04	2.04	0.00	1.88	1.88	2,896.15
Mass Grading On Road Diesel	1.02	12.98	5.34	0.01	0.05	0.59	0.64	0.02	0.54	0.56	1,487.11
Mass Grading Worker Trips	0.08	0.15	2.49	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.89
Time Slice 1/1/2009-1/16/2009 Active Days: 12	5.56	45.91	24.97	**0.02**	9.67	2.45	12.13	2.03	2.26	4.29	4,632.04
Mass Grading 12/08/2008-01/16/2009	5.56	45.91	24.97	0.02	9.67	2.45	12.13	2.03	2.26	4.29	4,632.04
Mass Grading Dust	0.00	0.00	0.00	0.00	9.61	0.00	9.61	2.01	0.00	2.01	0.00
Mass Grading Off Road Diesel	4.52	33.57	17.72	0.00	0.00	1.92	1.92	0.00	1.76	1.76	2,896.15
Mass Grading On Road Diesel	0.96	12.21	4.93	0.01	0.05	0.53	0.58	0.02	0.49	0.50	1,487.11
Mass Grading Worker Trips	0.08	0.14	2.32	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.77

Time Slice 1/19/2009-4/17/2009 Active Days: 65	1.64	9.59	11.81	0.01	0.04	0.40	0.43	0.01	0.36	0.38	1,781.08
Building 01/19/2009-07/17/2009	1.64	9.59	11.81	0.01	0.04	0.40	0.43	0.01	0.36	0.38	1,781.08
Building Off Road Diesel	1.30	7.42	4.94	0.00	0.00	0.30	0.30	0.00	0.28	0.28	893.39
Building Vendor Trips	0.16	1.85	1.43	0.00	0.01	0.08	0.09	0.00	0.07	0.08	305.57
Building Worker Trips	0.18	0.33	5.44	0.01	0.03	0.02	0.04	0.01	0.01	0.02	582.12
Time Slice 4/20/2009-5/28/2009 Active Days: 29	3.80	16.25	20.91	0.01	0.05	0.83	0.88	0.02	0.76	0.78	2,985.08
Asphalt 04/18/2009-05/28/2009	2.16	6.65	9.10	0.00	0.01	0.43	0.45	0.00	0.40	0.40	1,204.00
Paving Off-Gas	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.08	6.47	7.05	0.00	0.00	0.43	0.43	0.00	0.39	0.39	979.23
Paving On Road Diesel	0.00	0.06	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.10
Paving Worker Trips	0.07	0.12	2.03	0.00	0.01	0.01	0.02	0.00	0.00	0.01	217.67
Building 01/19/2009-07/17/2009	1.64	9.59	11.81	0.01	0.04	0.40	0.43	0.01	0.36	0.38	1,781.08
Building Off Road Diesel	1.30	7.42	4.94	0.00	0.00	0.30	0.30	0.00	0.28	0.28	893.39
Building Vendor Trips	0.16	1.85	1.43	0.00	0.01	0.08	0.09	0.00	0.07	0.08	305.57
Building Worker Trips	0.18	0.33	5.44	0.01	0.03	0.02	0.04	0.01	0.01	0.02	582.12
Time Slice 5/29/2009-7/17/2009 Active Days: 36	1.64	9.59	11.81	0.01	0.04	0.40	0.43	0.01	0.36	0.38	1,781.08
Building 01/19/2009-07/17/2009	1.64	9.59	11.81	0.01	0.04	0.40	0.43	0.01	0.36	0.38	1,781.08
Building Off Road Diesel	1.30	7.42	4.94	0.00	0.00	0.30	0.30	0.00	0.28	0.28	893.39
Building Vendor Trips	0.16	1.85	1.43	0.00	0.01	0.08	0.09	0.00	0.07	0.08	305.57
Building Worker Trips	0.18	0.33	5.44	0.01	0.03	0.02	0.04	0.01	0.01	0.02	582.12

Time Slice 7/20/2009-9/18/2009 Active Days: 45	8.13	0.03	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51.54
Coating 07/20/2009-09/18/2009	8.13	0.03	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51.54
Architectural Coating	8.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.03	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51.54

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 12/8/2008 - 1/16/2009 - Default Mass Site Grading/Excavation Description

For Soil Stablizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:

PM10: 84% PM25: 84%

For Soil Stablizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:

PM10: 5% PM25: 5%

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

The following mitigation measures apply to Phase: Paving 4/18/2009 - 5/28/2009 - Default Paving Description

For Cement and Mortar Mixers, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Cement and Mortar Mixers, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Pavers, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 15% PM10: 50% PM25: 50%

For Pavers, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Pavers, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Rollers, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 15% PM10: 50% PM25: 50%

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For Rollers, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Rollers, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Tractors/Loaders/Backhoes, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 15% PM10: 50% PM25: 50%

For Tractors/Loaders/Backhoes, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Building Construction 1/19/2009 - 7/17/2009 - Default Building Construction Description

For Forklifts, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Forklifts, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Tractors/Loaders/Backhoes, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

PM10: 85% PM25: 85%

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Architectural Coating 7/20/2009 - 9/18/2009 - Default Architectural Coating Description

For Residential Architectural Coating Measures, the Residential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Residential Architectural Coating Measures, the Residential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Nonresidential Architectural Coating Measures, the Nonresidential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Nonresidential Architectural Coating Measures, the Nonresidential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.05	0.64	0.27	0.00	0.00	0.00	813.53
Hearth	10.18	0.77	28.20	0.08	4.37	4.21	1,041.86
Landscaping - No Winter Emissions							
Consumer Products	3.33						
Architectural Coatings	0.11						
TOTALS (lbs/day, unmitigated)	13.67	1.41	28.47	0.08	4.37	4.21	1,855.39

Area Source Mitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.04	0.51	0.22	0.00	0.00	0.00	650.83
Hearth	10.18	0.77	28.20	0.08	4.37	4.21	1,041.86
Landscaping - No Winter Emissions							
Consumer Products	3.33						
Architectural Coatings	0.11						
TOTALS (lbs/day, mitigated)	13.66	1.28	28.42	0.08	4.37	4.21	1,692.69

Area Source Mitigation Measures Selected

Mitigation Description	Percent Reduction
Residential Increase Energy Efficiency Beyond Title 24	20.00

Area Source Changes to Defaults

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Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Congregate care (Assisted Living) Facility	1.04	1.29	9.27	0.01	1.60	0.31	867.87
TOTALS (lbs/day, unmitigated)	1.04	1.29	9.27	0.01	1.60	0.31	867.87

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Congregate care (Assisted Living) Facility	0.55	1.41	dwelling units	65.00	91.65	925.92
					91.65	925.92

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.6	1.1	98.7	0.2
Light Truck < 3750 lbs	6.8	2.9	94.2	2.9
Light Truck 3751-5750 lbs	22.8	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.0	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	86.7	13.3

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.3	69.6	30.4	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

Operational Changes to Defaults

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\stvalde\Application Data\Urbemis\Version9a\Projects\3635 Elm Avenue Aqmd October 8.urb924

Project Name: 5-Story, 65 Unit Senior Assisted Living Facility

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2008 TOTALS (tons/year unmitigated)	0.05	0.44	0.24	0.00	0.39	0.02	0.41	0.08	0.02	0.10	41.69
2008 TOTALS (tons/year mitigated)	0.05	0.44	0.24	0.00	0.09	0.02	0.11	0.02	0.02	0.04	41.69
Percent Reduction	0.00	0.00	0.00	0.00	77.44	0.00	72.96	77.37	0.00	60.92	0.00
2009 TOTALS (tons/year unmitigated)	0.37	1.24	1.06	0.00	0.26	0.08	0.34	0.05	0.07	0.13	162.18
2009 TOTALS (tons/year mitigated)	0.35	1.00	1.06	0.00	0.06	0.05	0.11	0.01	0.04	0.06	162.18
Percent Reduction	5.42	19.57	0.00	0.00	76.64	40.08	68.19	76.02	40.13	55.66	0.00

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.79	0.13	0.68	0.00	0.05	0.05	157.32
TOTALS (tons/year, mitigated)	0.79	0.10	0.67	0.00	0.05	0.05	127.63
Percent Reduction	0.00	23.08	1.47	NaN	0.00	0.00	18.87

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.21	0.21	1.75	0.00	0.29	0.06	169.31

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	1.00	0.34	2.43	0.00	0.34	0.11	326.63

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

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Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2008	0.05	0.44	0.24	0.00	0.39	0.02	0.41	0.08	0.02	0.10	41.69
Mass Grading 12/08/2008-01/16/2009	0.05	0.44	0.24	0.00	0.39	0.02	0.41	0.08	0.02	0.10	41.69
Mass Grading Dust	0.00	0.00	0.00	0.00	0.39	0.00	0.39	0.08	0.00	0.08	0.00
Mass Grading Off Road Diesel	0.04	0.32	0.17	0.00	0.00	0.02	0.02	0.00	0.02	0.02	26.07
Mass Grading On Road Diesel	0.01	0.12	0.05	0.00	0.00	0.01	0.01	0.00	0.00	0.01	13.38
Mass Grading Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.24

2009	0.37	1.24	1.06	0.00	0.26	0.08	0.34	0.05	0.07	0.13	162.18
Mass Grading 12/08/2008-01/16/2009	0.03	0.28	0.15	0.00	0.26	0.01	0.27	0.05	0.01	0.07	27.79
Mass Grading Dust	0.00	0.00	0.00	0.00	0.26	0.00	0.26	0.05	0.00	0.05	0.00
Mass Grading Off Road Diesel	0.03	0.20	0.11	0.00	0.00	0.01	0.01	0.00	0.01	0.01	17.38
Mass Grading On Road Diesel	0.01	0.07	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.92
Mass Grading Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.49
Building 01/19/2009-07/17/2009	0.11	0.78	0.77	0.00	0.00	0.05	0.05	0.00	0.04	0.04	115.77
Building Off Road Diesel	0.08	0.64	0.32	0.00	0.00	0.04	0.04	0.00	0.04	0.04	58.07
Building Vendor Trips	0.01	0.12	0.09	0.00	0.00	0.01	0.01	0.00	0.00	0.01	19.86
Building Worker Trips	0.01	0.02	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	37.84
Asphalt 04/18/2009-05/28/2009	0.03	0.18	0.13	0.00	0.00	0.02	0.02	0.00	0.01	0.01	17.46
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.03	0.18	0.10	0.00	0.00	0.02	0.02	0.00	0.01	0.01	14.20
Paving On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10
Paving Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.16
Coating 07/20/2009-09/18/2009	0.20	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.16
Architectural Coating	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.16

Phase Assumptions

Phase: Mass Grading 12/8/2008 - 1/16/2009 - Default Mass Site Grading/Excavation Description

Total Acres Disturbed: 0.55

Maximum Daily Acreage Disturbed: 0.14

Fugitive Dust Level of Detail: Low

Onsite Cut/Fill: 351 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day

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On Road Truck Travel (VMT): 350.87

Off-Road Equipment:

2 Forklifts (145 hp) operating at a 0.3 load factor for 7 hours per day

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 4/18/2009 - 5/28/2009 - Default Paving Description

Acres to be Paved: 0.14

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 1/19/2009 - 7/17/2009 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 7/20/2009 - 9/18/2009 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2008	0.05	0.44	0.24	0.00	0.09	0.02	0.11	0.02	0.02	0.04	41.69
Mass Grading 12/08/2008-01/16/2009	0.05	0.44	0.24	0.00	0.09	0.02	0.11	0.02	0.02	0.04	41.69
Mass Grading Dust	0.00	0.00	0.00	0.00	0.09	0.00	0.09	0.02	0.00	0.02	0.00
Mass Grading Off Road Diesel	0.04	0.32	0.17	0.00	0.00	0.02	0.02	0.00	0.02	0.02	26.07
Mass Grading On Road Diesel	0.01	0.12	0.05	0.00	0.00	0.01	0.01	0.00	0.00	0.01	13.38
Mass Grading Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.24

2009	0.35	1.00	1.06	0.00	0.06	0.05	0.11	0.01	0.04	0.06	162.18
Mass Grading 12/08/2008-01/16/2009	0.03	0.28	0.15	0.00	0.06	0.01	0.07	0.01	0.01	0.03	27.79
Mass Grading Dust	0.00	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.00	0.01	0.00
Mass Grading Off Road Diesel	0.03	0.20	0.11	0.00	0.00	0.01	0.01	0.00	0.01	0.01	17.38
Mass Grading On Road Diesel	0.01	0.07	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.92
Mass Grading Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.49
Building 01/19/2009-07/17/2009	0.11	0.62	0.77	0.00	0.00	0.03	0.03	0.00	0.02	0.02	115.77
Building Off Road Diesel	0.08	0.48	0.32	0.00	0.00	0.02	0.02	0.00	0.02	0.02	58.07
Building Vendor Trips	0.01	0.12	0.09	0.00	0.00	0.01	0.01	0.00	0.00	0.01	19.86
Building Worker Trips	0.01	0.02	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	37.84
Asphalt 04/18/2009-05/28/2009	0.03	0.10	0.13	0.00	0.00	0.01	0.01	0.00	0.01	0.01	17.46
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.03	0.09	0.10	0.00	0.00	0.01	0.01	0.00	0.01	0.01	14.20
Paving On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10
Paving Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.16
Coating 07/20/2009-09/18/2009	0.18	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.16
Architectural Coating	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.16

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 12/8/2008 - 1/16/2009 - Default Mass Site Grading/Excavation Description

For Soil Stablizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:

PM10: 84% PM25: 84%

For Soil Stablizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:

PM10: 5% PM25: 5%

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For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

The following mitigation measures apply to Phase: Paving 4/18/2009 - 5/28/2009 - Default Paving Description

For Cement and Mortar Mixers, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Cement and Mortar Mixers, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Pavers, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 15% PM10: 50% PM25: 50%

For Pavers, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Pavers, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Rollers, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 15% PM10: 50% PM25: 50%

For Rollers, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Rollers, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Tractors/Loaders/Backhoes, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 15% PM10: 50% PM25: 50%

For Tractors/Loaders/Backhoes, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Building Construction 1/19/2009 - 7/17/2009 - Default Building Construction Description

For Forklifts, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Forklifts, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Tractors/Loaders/Backhoes, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

PM10: 85% PM25: 85%

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Architectural Coating 7/20/2009 - 9/18/2009 - Default Architectural Coating Description

For Residential Architectural Coating Measures, the Residential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Residential Architectural Coating Measures, the Residential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Nonresidential Architectural Coating Measures, the Nonresidential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Nonresidential Architectural Coating Measures, the Nonresidential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.01	0.12	0.05	0.00	0.00	0.00	148.47
Hearth	0.13	0.01	0.35	0.00	0.05	0.05	8.34
Landscape	0.02	0.00	0.28	0.00	0.00	0.00	0.51
Consumer Products	0.61						
Architectural Coatings	0.02						
TOTALS (tons/year, unmitigated)	0.79	0.13	0.68	0.00	0.05	0.05	157.32

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Area Source Mitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Mitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.01	0.09	0.04	0.00	0.00	0.00	118.78
Hearth	0.13	0.01	0.35	0.00	0.05	0.05	8.34
Landscape	0.02	0.00	0.28	0.00	0.00	0.00	0.51
Consumer Products	0.61						
Architectural Coatings	0.02						
TOTALS (tons/year, mitigated)	0.79	0.10	0.67	0.00	0.05	0.05	127.63

Area Source Mitigation Measures Selected

Mitigation Description	Percent Reduction
Residential Increase Energy Efficiency Beyond Title 24	20.00

Area Source Changes to Defaults

Attachment F

Supplemental information for Land Use & Planning

Supplemental Information

3635 Elm Avenue
IV. Environmental Impact Analysis
A. Land Use and Planning

Prepared By:

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

IV. ENVIRONMENTAL IMPACT ANALYSIS
A. LAND USE PLANNING

INTRODUCTION

This section evaluates the Proposed Project's potential land use impacts based upon compatibility with surrounding land uses and consistency with applicable land use policies of the agency with jurisdiction over the project site. In addition, the potential cumulative land use impacts of the Proposed Project in combination with the related projects are evaluated in this section.

ENVIRONMENTAL SETTING

Existing On-Site Land Uses

The 0.56-acre project site is located within the West Central Community Planning Area of the City of Long Beach. Specifically, the project site is located in the California Heights Neighborhood. The project site is rectangular shaped and is bound by 37th Street to the north, Elm Avenue to the east, Temple Beth Shalom to the south, and an approximately five-foot cinderblock wall and several one- and two-story commercial and religious uses to the west. The project site is relatively flat and is undeveloped. The project site currently exists as a paved surface parking lot on the western third of the project site and permeable surface on the remaining two-thirds. Landscaping includes dead or dying grass and ground cover and 14 trees of various species including specimens of Western Sycamore, Red Gum Eucalyptus, and Mexican Fan Palm.

Surrounding Land Uses

The Proposed Project is located in a developed urban area. General land uses in the vicinity of the project site include various religious, institutional, educational, retail, medical, office, and residential uses as well as surface parking lots. North of the project site, across 37th Street, is the one-story Church of Jesus Christ of Latter Day Saints and associated surface parking lot. At the northeast corner of 37th Street and Elm Avenue is a one-story Boy Scouts of America facility. North of the project site, along the east side of Elm Avenue, are several single-family residential structures.

To the east of the project site, along the north side of 37th Street, are additional single-family residential structures. Across Elm Avenue to the east is the one-story South Bay Early Christian Church, a three-story multi-family residential structure, and the two-story First Brethren Church of Long Beach Brethren School and associated paved surface parking lots. To the southeast of the project site, also across Elm Avenue is the three-story Grace Brethren Church located at the northwest corner of 36th Street and Linden Avenue. Southeast of the project site, across 36th Street is a four story (with loft) multi-family residential structure and a one-story office structure associated with the Grace Brethren Church.

To the south of the project site is the two-story Temple Beth Shalom and associated surface parking lots. Located adjacent and to the south of the Temple is a two-story multi-family residential structure beyond

which is a four-story multi-family residential structure located on the northwest corner of 36th Street and Elm Avenue; an east-west alley separates the two residential buildings.

To the west of the project site is an approximately five-foot cinderblock wall. On the other side of the wall, there is the one-story Andre's Carwash and one-story Tile Zone Outlet retail store. To the northwest across Long Beach Boulevard is a ten-story office building. Also to the west and southwest across Long Beach Boulevard are several one-story commercial and office buildings, a two-story office structure at the northwest corner of East Cameron Place and Long Beach Boulevard and a four-story office structure at the southwest corner of East Cameron Place and Long Beach Boulevard. Additionally, to the west and southwest of the project site and on the other side of the cinderblock wall, there are one- and two-story commercial structures, the one-story Christian Fellowship West Church, a one-story office, medical office, and commercial complex, and a two-story structure currently under construction at the northeast corner of the intersection of 36th Street and Long Beach Boulevard.

Applicable Land Use Policies and Regulations

CEQA requires that a Proposed Project be evaluated for consistency with local and regional plans, policies, and regulations adopted for the purpose of mitigating environmental effects. The project site is located in the West Central Community Planning Area of the City of Long Beach. As such, the project site is subject to the applicable policies and zoning requirements of several local and regional plans, adopted for the purpose of mitigating environmental effects. At the regional level, development within the project site is subject to the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan and Guide (the "RCPG"), the South Coast Air Quality Management District's (SCAQMD) 2007 Air Quality Management Plan (the "AQMP"), and the Los Angeles County Metropolitan Transportation Authority's (LACMTA) Comprehensive Management Plan for Los Angeles County (CMP). At the citywide scale, development within the project site is subject to the City of Long Beach General Plan (General Plan) and the City of Long Beach Zoning Code. An overview of each of these plans is provided below.

Regional Plans

Regional Comprehensive Plan and Guide

The Regional Comprehensive Plan and Guide (RCPG) was adopted in 1994 (amended in 1996) by the member agencies of SCAG to set broad goals for the Southern California region and identify strategies for agencies at all levels of government to use in guiding their decision-making. It includes input from each of the 14 subregions that make up the Southern California region comprised of Los Angeles, Orange, San Bernardino, Riverside, Imperial and Ventura Counties. The project site is located within the Gateway Cities Council of Governments subregion, which encompasses 27 cities, including Long Beach, and has a combined population of two million people.[1] The RCPG serves as a policy document that sets broad goals for the Southern California region and identifies strategies for agencies at all levels of government to use in guiding their decision-making with respect to the significant issues and changes, including

[1] *Gateway Cities Council of Governments, website: http://www.gatewaycog.org/overview.html, June 24, 2008.*

growth management, that can be anticipated by the year 2015 and beyond. Adopted RCPG policies related to land use are contained primarily in Chapter 3 of the RCPG, entitled "Growth Management." The purpose of the Growth Management chapter is to present forecasts which establish the socio-economic parameters for the development of the Regional Mobility and Air Quality Chapters of the RCPG. Specifically these chapters address issues related to growth and land consumption by encouraging local land use actions which could ultimately lead to the development of an urban form that would help minimize development costs, save natural resources, and enhance the quality of life in the region.

South Coast Air Quality Management District

The project site is located within the South Coast Air Basin (SCAB) and is therefore within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The Air Quality Management Plan (AQMP) was adopted in 1997 (most recently updated in 2007) by SCAQMD and SCAG to assist in fulfilling SCAQMD responsibilities, and is intended to establish a comprehensive regional air pollution control program leading to the attainment of State and federal air quality standards in the SCAB area.

Congestion Management Plan

Within Los Angeles County, the Metropolitan Transportation Authority (MTA) is the designated congestion management agency responsible for coordinating regional transportation policies. The Congestion Management Plan (CMP) for Los Angeles County was developed in accordance with Section 65089 of the California Government Code. The CMP is intended to address vehicular congestion relief by linking land use, transportation and air quality decisions. Further, the program seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel and in addition to propose transportation projects which are eligible to compete for State gas tax funds. In order to receive funds from Proposition 111 (i.e., State gasoline taxes designated for transportation improvements) cities, counties, and other eligible agencies must implement the requirements of the CMP. Within Los Angeles County, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated congestion management agency responsible for coordinating the County's adopted CMP. The Proposed Project's Traffic Impact Analysis, which is presented in greater detail in Section IV.C, Traffic/Transportation/Parking, was prepared in accordance with the County of Los Angeles CMP and City of Long Beach Traffic and Transportation Bureau Guidelines.

Local Plans

City of Long Beach General Plan

California State law (Governmental Code Section 65300) requires that each City prepare and adopt a comprehensive, long-term general plan for its future development. This general plan must contain seven elements, including land use, circulation, housing, conservation, open space, noise and safety. In addition to these, State law permits cities to include optional elements in their general plans, thereby providing local governments with the flexibility to address the specific needs and unique character of their

jurisdictions. California State law also requires that the day-to-day decisions of a City follow logically from and be consistent with the general plan.

The City of Long Beach General Plan is a comprehensive, long range declaration of purposes, policies, and programs for the development of the City of Long Beach. The General Plan is a dynamic document consisting of the following elements: Air Quality; Conservation; Housing; Land Use; Local Coastal Program; Noise; Open Space; Public Safety; Seismic Safety; and Transportation.

The applicable elements of the General Plan are described below.

Land Use Element

The Land Use Element is specifically directed toward prescribing the proper long-range use and development of land in the City. As such, it is the most important of the elements, integrating the others and providing their driving force.[2] The Land Use Element also provides maps for the City, which designate land uses that are encouraged. In the Land Use Map for Long Beach, the project site is designated Land Use District (LUD) 3B for moderate density residential district. The Land Use Element also specifies policies related to the California Heights Neighborhood.

Housing Element

The 2000-2005 Housing Element is Chapter 3 of the Long Beach General Plan. The Housing Element builds upon the other General Plan elements and the policies and programs set forth remain consistent with the goals, policies, and objectives set forth by the Long Beach General Plan. Additionally, the Housing Element sets forth policies and programs to address housing needs, such as the quality and affordability of the housing stock, ensuring that housing is available for persons of all economic strata, and meeting the needs of a diversifying community.

City of Long Beach Planning and Zoning Regulations

All development activity on-site is subject to the City of Long Beach Zoning Regulations (Title 21 of the Long Beach Municipal Code (LBMC)). The Zoning Regulations include development standards for the various districts in the City of Long Beach. The project site is currently zoned R-3-S (Low Density Multi-family residential on small lots), which is consistent with the 3B land use designation for the project site in the General Plan.

Permitted Uses

According to Chapter 21.31.205 of the LBMC, uses that are allowed in R-3-S zone include single-family attached, single-family detached, duplexes, three family dwellings, four family dwellings, and townhouses. Additionally, group homes of one to six persons are permitted. The maximum height for uses in the R-3-S zone is 25 feet or two stories in height.

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[2] *City of Long Beach, Land Use Element of the Long Beach General Plan, 1997.*

Lot Area and Setback Requirements

Pursuant to LBMC Chapter 21.31.205, within the R-3-S zone, a front yard setback of 15 feet is required. The side yard setback requirement is ten percent of lot width on each side, but in no case shall the interior side yard setback be required to exceed ten feet. The street side setback shall be 15 percent of lot width, but in no case shall it be required to exceed 15 feet. A side yard setback must be at least five feet. The minimum rear setback is 20 feet.

Open Space

Pursuant to LBMC Chapter 21.31.205, uses in the R-3-S zone must have a minimum of 250 square feet of usable open space per unit. According to Chapter 21.31.230 of the LBMC, in R-3 and R-4 zones, each dwelling unit shall provide 50 percent of the open space as common open space and 50 percent as private open space. Indoor recreational space may be substituted for common usable open space. In the R-3 zone, the dimensions of the usable open space must be at least eight feet long by eight feet wide.

Parking Requirements

Residential parking requirements set forth in Chapter 21.41.216 of the LBMC are one parking space for each dwelling unit of zero bedrooms (not more than 450 square feet), 1.5 parking spaces for dwelling units of one or more bedrooms (or zero bedrooms 451 square feet or more), and two parking spaces for dwelling units of two bedrooms or more.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Appendix G of the State CEQA Guidelines

In accordance with guidance provided in Appendix G of the State CEQA Guidelines, the Proposed Project could have a potentially significant impact related to land use consistency if it were to result in one or more of the following:

a. Physically divide an established community;

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

c. Conflict with any applicable habitat conservation plan or natural community conservation plan.

With respect to threshold questions (c) above, because the Proposed Project is located in an urban area and is zoned for residential land uses, this would not apply. Accordingly, no further analysis of this question is warranted.

Project Impacts

The Proposed Project involves the construction of a five-story, 65-unit senior assisted living facility. The Proposed Project would incorporate open space and amenities, including a library, bistro, garden room, and landscaped courtyards. A spacious dining room and lounge area would also be located on the second floor. Eleven percent of the units (six units) in the Proposed Project would be affordable and set aside for Very Low Income residents pursuant to State Senate Bill 1818.

Requested Discretionary Applications or Actions

The City of Long Beach Planning Department is the lead agency for the Proposed Project. In order to permit development of the Proposed Project, the City may require approval of one or more of the following discretionary actions:

- General Plan Amendment (from LUD 3-B to LUD-5);
- Zone Change (from R-3-S to R-4-U);
- Conditional Use Permit (to allow senior housing in the R-4-U zone);
- Approval of SB 1818 Development Incentives (reduction in side and rear yards);
- Vesting Parcel Map (to subdivide the property into two legal parcels);
- Site Plan Review; and
- Other permits, ministerial or discretionary, in order to execute and implement the project. Such approvals may include, but are not limited to: landscaping approvals, exterior approvals, permits for driveway curb cuts, storm water discharge permits, grading permits, installation and hookup approvals for public utilities and related permits.

Community Division

The Proposed Project would not physically divide an established community. The project site is currently vacant and therefore does not possess uses that form a community or bridge an existing community. The Proposed Project will not close or vacate any streets or public access ways depended upon by existing communities. Therefore, the Proposed Project will not result in significant impacts related to the division of an established community.

The project site is within the West Central Community Planning Area of Long Beach, and within that community, the Proposed Project would be located in an area containing a mix of commercial and residential uses. Although Appendix G to the State CEQA Guidelines does not require an analysis of a Proposed Project's land use compatibility with existing uses in the vicinity of the project site, it is useful to address the functional compatibility of the Proposed Project with its surrounding land uses. Functional compatibility is defined as the capacity for adjacent, yet dissimilar land uses to maintain and provide services, amenities, and/or environmental quality associated with such uses. Potentially significant

functional land use compatibility impacts may be generated when a proposed project hinders the functional patterns of use and relationships associated with existing land uses, patterns of use relate to the interaction and movement of people, goods, and/or information.

The project site is located in the California Heights neighborhood which is generally characterized by a dense mix of urban uses. The area surrounding the project site is developed with commercial, residential, church uses, and parking lots. The proposed senior housing would be consistent with the existing uses in the neighborhood and the Proposed Project would be compatible with the surrounding area.

The building heights and massing that would be developed with the Proposed Project would be consistent with the urbanized character of the surrounding area, including the residential developments along 37th Street, Elm Avenue, and 36th Street. The immediate project vicinity includes an array of heights and masses exhibited by the existing developments ranging between one-story single-family homes and a ten-story office building. As such, the height and mass of the Proposed Project would generally be of a character that is similar to the surrounding uses, and in particular, the four-story multi-family residential structure on the northwest corner of 36th Street and Elm Avenue and the five-story multi-family residential structure on the southwest corner of 36th Street and Linden Avenue.

Proposed development on the project site includes a structure that is designed with attention to architectural details, building configuration, variety in design, and associated landscaping. In addition, landscaping would be provided along the perimeter of the project site. The Proposed Project would also contain a landscaped courtyard. Therefore, no significant impacts would result from the Proposed Project with regard to functional land use compatibility.

Consistency with Land Use Plans, Policies, and Regulations

Regional Comprehensive Plan and Guide

The Proposed Project would generally conform to objectives set forth in the RCPG, including those objectives provided in the Growth Management, Regional Mobility, and Housing Chapters. The applicable objectives which the Proposed Project would implement include those shown in Table IV.A-1, Project Consistency with Applicable Regional Comprehensive Plan and Guide Objectives.

Table IV.A-1
Project Consistency with Applicable Regional Comprehensive Plan and Guide Objectives

Objective	Project Consistency
Chapter 3: Growth Management	
Population, housing and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.	**Consistent:** The Proposed Project would introduce a total of approximately 65 senior housing units, which would remain within SCAG's housing and population growth projections for the Gateway Cities subregion. Therefore, the Proposed Project would be consistent with this policy.
Encourage patterns of urban development and land use which reduce costs on infrastructure and development.	**Consistent:** The Proposed Project would reduce the costs of new infrastructure by redeveloping a property in Long Beach that is largely served by existing infrastructure. Therefore, the Proposed Project would be consistent with this policy.

Table IV.A-1
Project Consistency with Applicable Regional Comprehensive Plan and Guide Objectives

Encourage existing or proposed local jurisdiction programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	**Consistent:** The Proposed Project would be developed adjacent to major thoroughfares with local bus lines, within the vicinity of several other regional transit lines. Long Beach provides multiple bus lines in the vicinity of the project site, including Lines 61, 62, and 63 along Atlantic Avenue approximately 0.2 mile east of the project site, and Line 131 along Wardlow Road approximately 0.3 mile south of the project site. The Los Angeles Metropolitan Transportation Authority (Metro) bus line 60 runs along Long Beach Boulevard west of the project site. Additionally, the Metro Blue Line's Wardlow Station is located approximately 0.5 mile southwest of the project site. The Blue Line provides service from Long Beach to Union Station in Downtown Los Angeles, which is a hub for multiple transit lines that serve Los Angeles County and Southern California. The project site is also located within walking distance of many commercial opportunities along Long Beach Boulevard and Atlantic Avenue, thereby reducing the overall need for automobile transport, which is especially an important factor for senior housing developments. Therefore, the Proposed Project would be consistent with this policy.
Encourage local jurisdiction plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	**Consistent:** The Proposed Project would redevelop properties adjacent to major thoroughfares with multiple bus lines in the urbanized Long Beach area. Therefore, the Proposed Project would be consistent with this policy.
Encourage planned development in areas least likely to cause an adverse environmental impact.	**Consistent:** The Proposed Project would develop a property located in the urbanized Long Beach area, reducing many of the potential environmental impacts that could occur if the Proposed Project was developed elsewhere in the region. While the project site is currently undeveloped, the Proposed Project would be considered an infill development as it would be served by existing utilities and services within the City. Therefore, the Proposed Project would be consistent with this policy.
Chapter 4: Regional Mobility	
Achieve a substantial decrease in the growth of passenger vehicle trips and vehicle miles traveled in serious, severe, and extreme non-attainment areas.	**Consistent:** A large portion of the Los Angeles Basin is currently classified as an extreme non-attainment area for 1-hour ozone concentrations, a serious non-attainment area for PM_{10}, and a non-attainment area for $PM_{2.5}$. Particulate matter is not a pollutant caused by vehicle trips and is, therefore, inapplicable to this provision. The area is not in extreme non-attainment for any pollutant emitted from motor vehicles. However, Los Angeles County is also classified as a Severe 17 non-attainment area for 8-hour ozone concentrations. This means that ambient 8-hour ozone concentrations throughout the County are not expected to be met for more than 17 years. Vehicle emissions are one factor of many that contribute to non-attainment of ozone levels. The proposed Project is an assisted living facility that

Table IV.A-1
Project Consistency with Applicable Regional Comprehensive Plan and Guide Objectives

	would generate minimal vehicular trips and corresponding air pollution. The Proposed Project would also be developed adjacent to major thoroughfares with local bus lines, within the vicinity of several other regional transit lines, and would be within walking distance of religious institutions and many commercial opportunities along Long Beach Boulevard and Atlantic Avenue, thereby reducing the overall need for automobile transport. The Metro Blue Line is also located approximately 0.5 mile southwest of the project site. Therefore, the Proposed Project would be consistent with this policy.
Chapter 6: Housing	
Meeting future age-related housing demand.	**Consistent:** As discussed in the RCPG, the lack of housing availability will have the strongest impact on "baby boomers" born from 1945 to 1964. The increased life span of the elderly also will result in a need for housing services to meet the dependency needs of those 75 years of age and up. The Proposed Project would provide an assisted living facility for those "baby boomers" in need of affordable housing options. In addition, it would be limited to seniors and would not be available to non-seniors seeking affordable housing. Thus, the Proposed Project would be generally consistent with this policy.
Address the need for affordable housing.	**Generally consistent:** Eleven percent of the 65 residential units would be designated for Very Low Income seniors.
Source: Southern California Association of Governments, Regional Comprehensive Plan and Guide, March 1996.	

As demonstrated in the above table, the Proposed Project is consistent with the objectives set forth in the RCPG.

City of Long Beach General Plan

Land Use Element

Land Use Designation

The purpose of the General Plan is to articulate a vision that gives direction to the long-range development of the City of Long Beach.[3] The Land Use Element specifically is directed toward prescribing the proper long-range use and development of land in the City. The Land Use Element designates the project site as Land Use District (LUD) 3B, moderate density residential district. The building style encouraged in this district is two floors of compact arrangement. The permitted density in this district shall not exceed 30 dwelling units per acre. The project proposes to develop 65 dwelling units on a 0.5 acre site, which would exceed the density allowed on the project site. Thus, the Proposed Project is seeking a General Plan Amendment for the project site from LUD-3B to LUD 5 for urban high density residential district to allow for the proposed density. LUD-5 is meant to accommodate an

[3] *City of Long Beach, Land Use Element of the Long Beach General Plan, 1997.*

urbanized lifestyle in which interactions among home, workplace, shopping, and entertainment are strong, and regional transportation facilities are nearby. Additionally, the building style expected in this district is one which covers a large part of the property, serves the residential units by common hallways, has on-site recreational and open space amenities, and some services such as laundries and storage areas. The maximum density for LUD-5 is 108 dwelling units per acre. The Proposed Project would be consistent with LUD-5 as it is located in an area served by commercial uses that would provide shopping opportunities for the future residents of the project. The project site is also located in an area served by regional transportation lines, including Long Beach Transit and Los Angeles County Metro. The density of the Proposed Project would also be consistent with the maximum allowable density within LUD-5. Therefore, with approval of the General Plan Amendment, at the time the project is developed, it would be consistent with the applicable land use designation within the General Plan.

Consistency with Land Use Element Policies

Table IV.A-2 below shows the Proposed Project's consistency with applicable policies in the Land Use Element.

Table IV.A-2
Project Consistency with Land Use Element Policies*

Policies	Consistency of the Proposed Project
Managed Growth: The City intends to guide growth to have an overall beneficial impact upon the City's quality of life.	**Generally Consistent.** The Proposed Project would be consistent with the policy of maintaining residential uses as the dominant type of development. The Proposed Project would provide an option for aging residents of the current community to move into an assisted living facility located within their current neighborhood.
New Housing Construction: The City encourages the development of new housing units, with emphasis upon filling the gaps which exist or are anticipated in certain sectors of the City's housing market.	**Consistent.** The Proposed Project would introduce a total of approximately 65 residential units designated for senior citizens. Additionally, 11 percent of the base density units would be set aside for Very Low Income seniors. The Proposed Project would address the housing needs of seniors, including low-income seniors. Therefore, the Proposed Project would be consistent with this policy.
Neighborhood Emphasis: The City will assist and support citizen efforts to maintain and strengthen their neighborhoods.	**Consistent:** The Proposed Project would be consistent with this policy. The project site is currently vacant and would not result in a loss of any neighborhood uses. In addition, development of the site will provide continuity between the different land uses in the neighborhood, which include many similarly sized multi-family residential buildings. Development of the Proposed Project would strengthen the neighborhood by situating an attractively designed residential use in the vicinity of transit and commercial opportunities, thereby potentially reducing traffic and increasing quality of life. In addition, by housing seniors close to their religious institutions and schools, the project creates added potential to foster a sense of community and bolster citizen efforts to maintain and strengthen their neighborhoods.

** This table lists only those policies that are applicable to the Proposed Project (i.e. policies relating to industrial or other land uses are not analyzed).*
Source: City of Long Beach Land Use Element, June 2008.

As demonstrated in the above table, the Proposed Project is consistent with the applicable land use policies of the Land Use Element.

California Heights Neighborhood

The project site is located within the California Heights neighborhood, which is bordered by the City of Lakewood to the east, the City of Signal Hill to the south, Long Beach Boulevard to the west, and Bixby Road to the north. The Land Use Element summarizes the neighborhood policies related to: (1) land use; (2) design controls/architectural compatibility; and (3) neighborhood services, facilities, and amenities. The Proposed Project would be consistent with the policy of continuing residential uses as the dominant land use type. Additionally, the Proposed Project would be designed with architectural compatibility in mind in order to integrate the proposed development into the existing neighborhood. The Proposed Project would not be expected to decrease the existing neighborhood services in the area. Thus, the Proposed Project would be consistent with the policies of the California Heights Neighborhood.

Housing Element

The Proposed Project would generally conform to the policies identified in the various Elements of the General Plan. The Housing Element policies to which the Proposed Project would conform are provided in Table IV.A-3, Project Consistency with Applicable General Plan Housing Element Policies.

Table IV.A-3
Project Consistency with Applicable General Plan Housing Element Policies

Policy	Consistency Discussion
Policy 2.5: Encourage new residential development along transit corridors, in the downtown area, and close to employment, transportation, and activity centers; and encourage infill and mixed-use developments in designated districts.	**Consistent:** The Proposed Project would involve the development of 65 senior assisted living units in a site located within close proximity to Long Beach Boulevard, Atlantic Avenue, and Wardlow Road, which are all adequately served by public transit. Additionally, the Bixby Knolls shopping center, which contains retail, restaurants, and small businesses, is located within walking distance of the project site. Therefore, the Proposed Project would be consistent with this policy.
Policy 4.2: Integrate and disperse special needs housing within the community and in close proximity to transit and public services.	**Consistent:** The Proposed Project would provide an assisted living facility for seniors. The project site is located within a neighborhood defined by residential and commercial uses, and the Proposed Project would be consistent with the existing neighborhood uses. As previously mentioned, public transit and commercial shopping opportunities are accessible within the project area. Therefore, the Proposed Project would be consistent with this policy.
Policy 4.4: Continue to implement the City's density bonus program to provide incentives for the provision of housing units that is accessible and affordable to seniors and disabled persons.	**Consistent:** The Proposed Project would implement the density bonus allowed by Senate Bill (SB) 1818 and the City's density bonus ordinance. (LBMC Sec. 21.63). The Proposed Project would provide 11 percent of the Project's base density units for Very Low Income seniors. Thus, the Proposed Project would include housing that would be accessible and affordable for seniors.

Table IV.A-3
Project Consistency with Applicable General Plan Housing Element Policies

Policy 4.6: Proactively seek out new models and approaches in the provision of affordable housing, such as co-housing and assisted living facilities.	**Consistent:** The Proposed Project would combine affordable housing and assisted living options in one single residential development, and would therefore be consistent with this policy.
Source: City of Long Beach Department of City Planning, Housing Element of the City of Long Beach General Plan, June 2008.	

In addition, the Southern California Association of Governments ("SCAG") has developed its Regional Housing Need Assessment ("RHNA") based on forecasts contained in SCAG's regional transportation plan. These growth forecasts are the basis for determining housing demand for each subregion in Southern California, and each city is allocated a specific number of housing units (at various levels of affordability) that are to be produced. For the period 1998-2005, the City received an allocation of 1,464 needed housing units, including 411 Very Low Income units, 251 low income units, 296 moderate income units, and 506 upper income units. (City of Long Beach General Plan, Housing Element, p. II-37). The Project's 6 affordable units will be used towards meeting the City's RHNA's goals.

As demonstrated in the above table, the Proposed Project is consistent with the applicable General Plan Housing Element policies.

City of Long Beach Strategic Plan

The City of Long Beach Strategic Plan 2010 was prepared to help the City achieve a vision of being a community of neighborhoods focused on youth and education, with safety and economic opportunity for all, and a responsive, accountable government in a healthy, green environment. The Strategic Plan was prepared to help make the vision become a reality by focusing on the following five areas: (1) neighborhoods; (2) education and youth; (3) safety; (4) economic opportunity; and (5) the environment. The Proposed Project's compliance with the goals of the Strategic Plan is shown below in Table IV.A-4.

Table IV.A-4
Project Consistency with Applicable Strategic Plan Goals

Policy	Consistency Discussion
Neighborhoods	
Goal 5: Improve the quality and availability of housing.	**Consistent:** The Proposed Project would involve the development of 65 senior assisted living units in a site located within close proximity to Long Beach Boulevard, Atlantic Avenue, and Wardlow Road, which are all adequately served by public transit. The Proposed Project would provide a quality housing development option to seniors, which would include low-income units to increase the availability of housing options for low-income seniors.

Table IV.A-4
Project Consistency with Applicable Strategic Plan Goals

Environment	
Goal 4: Improve air quality.	**Consistent:** The Proposed Project would locate senior housing in an area served by local and regional bus lines and is located within 0.5 mile of the Metro Blue Line Wardlow Station, thereby potentially reducing vehicle miles traveled. Additionally, commercial retail uses are located adjacent to the west edge of the project site and to the north near Bixby Road, as well as along Atlantic Avenue to the east. The availability of transit coupled with the commercial retail opportunities available within walking distance would serve to reduce vehicle emissions.
Source: City of Long Beach Department of City Planning, Strategic Plan Long Beach 2010.	

City of Long Beach Municipal Code

Permitted Uses

The site is currently zoned R-3-S for Low Density Multi-family residential on small lots. Senior housing is not allowed in the R-3-S zone, and therefore the Proposed Project seeks a zone change to R-4-U. With the approval of a CUP, senior housing would be considered a permitted use on the project site. Therefore, with approval of the zone change and CUP, the Proposed Project's uses would be consistent with the permitted uses of the R-4-U zone, and impacts would be less than significant.

Setback Requirements

Pursuant to LBMC Section 21.31.205, within the R-4-U zone, ten-foot front yard setbacks are required. The side yard setback requirement is ten percent of lot width on each side, but in no case shall the interior side yard setback be required to exceed ten feet. The street side yard setback shall be 15 percent of lot width, but in no case shall it be required to exceed 15 feet. Neither the side yard setback shall ever be less than five feet. The minimum rear yard setback is 20 feet. Thus, in terms of the Proposed Project, the Code requires a ten-foot internal side yard facing the Temple to the south, a 15-foot street side yard along 37th Street, a ten-foot front yard on Elm Avenue, and a 20-foot rear yard setback facing the commercial uses to the west of the project site. The front yard and internal side yard setbacks associated with the Proposed Project would comply with the Code requirements.

Because the Project includes 11 percent of the base density units for very low income seniors, the Project is entitled by state law (Government Code 65915) to receive two development incentives as set forth in the City of Long Beach SB 1818 Implementing Ordinance. The Proposed Project will use one incentive to reduce the side yard setback facing 37th Street to approximately seven (7) feet, and the other incentive to reduce the rear yard setback to the west of the project site to approximately 13 feet. Therefore, with the incentives provided by SB 1818 and the City's SB 1818 Implementing Ordinance, the Proposed Project would satisfy the required setback criteria and no significant impacts would occur.

Density Limitations

The project site is approximately 24,195 square feet in size. Within the R-4-U zone, the allowable density is one unit per 500 square feet, which would allow for 48 units on the project site. Because the Proposed Project would set aside 11 percent (or six) of the base density units for Very Low Income residents, the project is entitled to a 35 percent density bonus under SB 1818. With the 35 percent density bonus, 65 residential units would be allowed on-site (48 units x 35 percent = 16.8 additional units).[4]

Within the R-4-U zone, the maximum allowable floor area ratio (FAR) is 3:1. The project site is approximately 24,195 square feet, which would allow for a total floor area of 72,585, which is what the project is proposing. Therefore, the Proposed Project would be consistent with the maximum FAR of 3:1 allowed on the project site.

Open Space

The Proposed Project would provide a total of 65 residential units. Under LBMC Section 21.31.205, in zone R-4-U, 150 square feet of open space per unit is required. Thus, the Proposed Project would require a minimum of 9,750 square feet of open space. The Proposed Project would provide 7,604 square feet of common open space and 8,867 square feet of common indoor open space, for a total of 16,271. The open space provided by the Proposed Project significantly exceeds the required amount and therefore, impacts related to open space would be less than significant. It should be noted that the Proposed Project would be deficient in terms of private open space by 75 square feet as required by LBMC Section 21.31.230. However, the Proposed Project requests that this requirement be waived during Site Plan Review, as authorized by the Long Beach Municipal Code.

Parking Requirements

Per the LBMC, reduced parking standards are applicable to senior living facilities. Specifically, one parking space is required for each market-rate unit for a total of 59 spaces, and 0.5 spaces are required for each of the Very Low Income units. Thus, the Proposed Project would be required to provide a total of 62 parking spaces. The Proposed Project would provide a total of 65 parking spaces, which are three more spaces than required under Code. Therefore, the Proposed Project would meet the parking requirements of the LBMC and no impact would occur.

In addition, the adjacent Temple parking lot would be re-striped to create a net increase of two additional parking spaces for use by the Temple. Therefore, development of the Project would not reduce the number of spaces available for use by the Temple, and spillover parking on adjacent streets is not expected to occur.

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[4] *SB 1818 requires that all fractional density calculations be rounded up to the next whole number. Thus, the 48 allowable units + 16.8 density bonus units would allow for 64.8 residential units, or 65 when rounded up.*

CUMULATIVE IMPACTS

Cumulative land use impacts could occur if other related projects in the vicinity of the project site would result in incompatible land uses or land uses inconsistent with adopted land use plans, when combined with the impacts of the Proposed Project. The Proposed Project would implement important local and regional goals and policies, which would assist the City of Long Beach in achieving short- and long-term planning goals and objectives. One related project, which consists of 170 parking spaces to an existing parking garage, was identified within the study area. This project would be subject to the same local land use plans and zoning regulations as the Proposed Project. The Proposed Project would not combine with this related project to create a cumulatively significant land use impact and cumulative impacts would be less than significant.

MITIGATION MEASURES

Because no significant impacts related to land use have been identified, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

No mitigation measures are necessary or recommended. The Proposed Project would have a less than significant impact with respect to land use plans, policies, and zoning.

Attachment G

Supplemental information for Traffic/Transportation/Parking

Supplemental Information

3635 Elm Avenue
IV. Environmental Impact Analysis
C. Traffic/Transportation/Parking

Prepared By:

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

IV. ENVIRONMENTAL IMPACT ANALYSIS
C. TRAFFIC/TRANSPORTATION/PARKING

INTRODUCTION

This section evaluates the potential traffic, transportation, and parking impacts associated with the Proposed Project. The following analysis is based upon the Traffic Impact Analysis for a Assisted Living Development Located at 3635 Elm Avenue in the City of Long Beach, prepared by Overland Traffic Consultants, Inc., June 2008. A copy of this report is included as Appendix B.

ENVIRONMENTAL SETTING

The project site is located in the California Heights Neighborhood of the City of Long Beach and is generally bound by East 37th Street to the north, Elm Avenue to the east, Temple Beth Shalom to the south, and Andres Car Wash and Light and Life Christian Fellowship to the west. The area surrounding the project site is developed with multi- and single-family residential uses, commercial uses, educational uses and several religious facilities with associated surface parking, as well as the Long Beach Area Council for the Boy Scouts of America. A discussion of the major roadways serving the project site is provided below.

Freeways

The San Diego Freeway (Interstate 405) is located approximately 0.5 miles south of the project site. This north-south freeway provides four to five mixed-flow lanes, and one High Occupancy Vehicle (HOV) lane in each direction in the vicinity of Long Beach Boulevard. Full access to the freeway is provided at Long Beach Boulevard and at Atlantic Avenue.

Streets and Highways

Elm Avenue is a north-south local street providing one traffic lane per direction and on-street parking. Elm Avenue is stop sign controlled at its intersection with 37th Street and provides sufficient width for a parking and travel lane in each direction.

37th Street is a designated local street running east and west between Long Beach Boulevard and Atlantic Avenue. 37th Street provides one lane in each direction and on-street parking. A stop sign controls 37th Street at its intersection with Long Beach Boulevard and a traffic signal controls its intersection with Atlantic Avenue.

Long Beach Boulevard is a north-south major highway constructed with two lanes in each direction, parking and left-turn channelization.

Atlantic Avenue is a north-south major highway located approximately 0.75 miles east of Long Beach Boulevard with two lanes in each direction, on-street parking, and left-turn channelization.

Public Transportation

Public transportation within the project vicinity is provided by Long Beach Transit. Long Beach Transit provides routes 61, 62, 63, 101, 102, and 103 along Atlantic Avenue, and routes 51 and 52 along Long Beach Boulevard.

Analysis of Existing Traffic Conditions

Study Intersections

An analysis of existing AM and PM peak-hour traffic conditions was performed at the following three study intersections.

1. 37th Street & Long Beach Boulevard
2. 37th Street & Elm Avenue
3. 37th Street & Atlantic Avenue

The locations of the three study intersections as well as type of intersection traffic control and lane configurations are shown in Figure IV.C-1.

Existing (2008) Traffic Volumes

Traffic volume data used in the peak hour intersectional analysis were based on traffic counts conducted by The Traffic Solution, an independent traffic data collection company. The AM and PM peak period counts were conducted manually from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. The Weekend counts were conducted manually between 10:00 AM to 2:00 PM on Sunday. Traffic counts were conducted by counting the number of vehicles at each of the three study intersections making each movement. The peak hour volume for each intersection was then determined based on the combined four highest consecutive 15-minute volumes for all movements.

Existing (2008) Traffic Conditions

The traffic conditions analysis was conducted using the Intersection Capacity Utilization (ICU) method for the signalized intersections and Highway Capacity Manual (HCM) for stop-sign controlled intersections. The study intersections were evaluated using these methodologies pursuant to the criteria established by the City of Long Beach. The baseline peak hour traffic counts were used along with intersection lane configurations and traffic controls to determine the intersection's operating condition.

Figure IV.C-1, Study Intersection Locations

The ICU procedure uses a ratio to compare the traffic volume to the traffic capacity of an intersection. A volume-to-capacity ratio is defined as the proportion of an hour necessary to accommodate all the intersection traffic assuming all approaches were operating at full capacity. For example, if an intersection has an ICU value of 0.70, the intersection is operating at seventy percent capacity with thirty percent unused capacity.

The ICU ratios were calculated by first dividing the hourly traffic volume by the lane capacity. Then the critical lane volumes (the highest combination of conflicting movements that must be accommodated) were added together. The capacity per hour of green time for each approach is calculated based upon ICU methodology at signalized locations. A lane capacity of 1,600 vehicles per hour per lane (2,880 vehicles per hour for dual left turn lanes) and ten percent yellow clearance time were used.

Once the ICU value has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades are shown in Table IV.C-1 for signalized locations. Using these procedures and definitions, the ICU values and the corresponding LOS for traffic conditions can be determined.

Table IV.C-1
Level of Service Definitions – Signalized Intersections

LOS	Description of Operating Condition	ICU Value
A	No loaded cycles and few are even close. No Approach phase is fully utilized with no delay.	0.000 - 0.600
B	A stable flow of traffic.	0.601 – 0.700
C	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.	0.701 – 0.800
D	Approaching instability. Delays may be lengthy during short times within the peak hour. Vehicles may be required to wait through more than one cycle	0.801 – 0.900
E	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.	0.901 – 1.000
F	Gridlock conditions with stoppages of long duration.	> 1.000
Source: Overland Traffic Consultants, Inc, June 2008.		

Another procedure, based on the Highway Capacity Manual (HCM) published by the Transportation Research Board, was used to analyze the delay at the unsignalized intersections. For an intersection controlled by stop signs, the controlled delay for each minor movement has been calculated. Control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue to the time

the vehicle departs from the intersection. The LOS is not defined for an unsignalized intersection as a whole but rather for individual movements. Table IV.C-2 shows the LOS definitions for such

Table IV.C-2
Level of Service Definitions

LOS	Average Control Delay (seconds)
A	Less than or equal to 10
B	> 10 - 15
C	> 15 -25
D	> 25 - 35
E	> 35- 50
F	> 50

Source: Overland Traffic Consultants, Inc, June 2008.

intersections. Existing weekday AM and PM, and Sunday mid-day peak hour traffic volumes at each study intersection are illustrated in Figures IV.C-2, IV.C-3, and IV.C-4, respectively.

By applying these procedures to the intersection data, the ICU ratio or delay values in seconds and the corresponding LOS's for existing traffic conditions were determined for each intersection. As shown in Table IV.C-3 below, all three study intersections are currently operating at LOS C or better.

Table IV.C-3
Level of Service for Existing Conditions

No.	Intersection	Peak Hour	Existing	
			ICU/Delay	LOS
1.	37th Street & Long Beach Boulevard	AM	15.5	C
		PM	14.3	B
		MID	12.0	B
2.	37th Street & Elm Avenue	AM	9.4	A
		PM	9.4	A
		MID	9.5	A
3.	37th Street & Atlantic Avenue	AM	0.462	A
		PM	0.495	A
		MID	0.532	A

Source: Overland Traffic Consultants, Inc., June 2008.

Figure IV.C-2, Existing (2008) Traffic Volumes Weekday AM Peak Hour

Figure IV.C-3, Existing (2008) Traffic Volumes Weekday PM Peak Hour

Figure IV.C-4, Existing (2008) Traffic Volumes Sunday Mid-day Peak Hour

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Appendix G of the State CEQA Guidelines

In accordance with guidance provided in Appendix G of the State CEQA Guidelines, the Proposed Project could have a potentially significant impact related to transportation and traffic if it were to result in one or more of the following:

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

(b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;

(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;

(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

(e) Result in inadequate emergency access; or

(f) Result in inadequate parking capacity.

The City of Long Beach

According to the standards adopted by the City of Long Beach for signalized intersections, a traffic impact is considered significant if:

- The related increase in the V/C value equals or exceeds the thresholds shown in Table IV.C-4 below.

Table IV.C-4
City of Long Beach Significant Traffic Impact Criterion

LOS	Final V/C Value	Increase in ICU Value
E or F	> 0.900	+ 0.020 or more
Source: Overland Traffic Consultants, Inc., June 2008.		

There is no official significant impact criterion for unsignalized intersections; however, such intersections operating at LOS D or worse are considered candidates for improvements or signalization.

Project Impacts

Trip Generation

Traffic-generating characteristics of assisted living facilities have been surveyed by the Institute of Transportation Engineers (ITE). The results of these traffic generation studies have been published in the Trip Generation handbook (7th Edition). This publication of traffic generation data is the industry standard for estimating traffic generation for different land uses and is used when analyzing traffic impacts.

The Proposed Project's trip-making characteristics would generate peak hour traffic as shown by the average traffic generation rates contained in Table IV.C-5.

Table IV.C-5
Project Trip Generation Rates

Land Use	Weekday						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Assisted Living (per bed)	2.66	0.09	0.05	0.14	0.10	0.12	0.22
	Sunday						
	Daily	Mid-Day Peak Hour					
		In		Out		Total	
	2.44	0.16		0.22		0.38	

Source: Overland Traffic Consultants, Inc., June 2008.

Applying the traffic generation rates to the number of beds proposed by the project, it is estimated that the Proposed Project will generate approximately 200 weekday daily trips, 11 AM peak hour trips, and 17 PM peak hour trips. During a typical Sunday it is estimated that the Proposed Project will generate 183 total daily trips and 29 mid-day peak hour trips. The total daily and peak hour trip estimates and the directional orientation are shown in Table IV.C-6.

Table IV.C-6
Estimated Project Trip Generation

Land Use	Weekday						
	Traffic	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
75 Bed Assisted Living	200	7	4	11	8	9	17
	Sunday						
	Traffic	Mid-Day Peak Hour					
		In		Out		Total	
	183	12		17		29	

Source: Overland Traffic Consultants Inc., June 2008.

Trip Assignment

Traffic to and from the project site has been assigned to the most direct and reasonable routes considering the project driveway location and surrounding street system. Percentages of traffic flows are illustrated in Figure IV.C-5. The hourly traffic volume at each study intersection was calculated by multiplying the assigned intersection percentages to the traffic generation estimates. The resulting project traffic volumes for the weekday AM and PM, and Sunday mid-day peak hour are shown in Figures IV.C-6, IV.C-7, and IV.C-8, respectively.

Future (2010) Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the Proposed Project. The following steps have been taken to develop the future traffic volume estimate:

(a) Existing traffic plus ambient growth (two percent per year) to 2010 study year;

(b) Traffic in (a) plus related projects ("Without Project" scenario);

(c) Traffic in (b) with the Proposed Project traffic ("With Project" scenario);

(d) Traffic in (c) plus traffic mitigation, if necessary.

Related Projects

The future cumulative analysis includes other development projects located within the study area that are either under construction or planned. Such projects are referred to as "related projects." Development

Figure IV.C-5, Project Trip Assignment Percentages

Figure IV.C-6, Project Traffic Volumes Weekday AM Peak Hour

Figure IV.C-7, Project Traffic Volumes Weekday PM Peak Hour

Figure IV.C-8, Project Traffic Volumes Sunday Mid-day Peak Hour

lists were reviewed to identify those related projects that could produce additional traffic at the three study intersections by the future study year 2010.

One related project was found within the study area at 3711 Long Beach Boulevard. This related project consists of adding 170 parking spaces to an existing parking garage. The project was determined by City staff to have no significant impact on the traffic flow in the study area.

Analysis of Future Traffic Conditions – Without and With Project

The potential traffic impact of the total traffic growth has been calculated by adding the baseline traffic volume, the ambient growth factor and traffic from other development projects. Future cumulative "Without Project (2010)" peak hour traffic volume estimates are shown in Figures IV.C-9 through IV.C-11 for the study periods. Table IV.C-7 shows the future LOS traffic conditions with the ambient traffic growth plus other development traffic.

Table IV.C-7
Level of Service for Existing and Future Without Project Conditions

No.	Intersection	Peak Hour	Existing		Future Without Project		Growth
			ICU/Delay	LOS	ICU/Delay	LOS	
1.	37th Street & Long Beach Boulevard	AM	15.5	C	16.1	C	+0.6
		PM	14.3	B	14.6	B	+0.3
		MID	12.0	B	12.2	B	+0.2
2.	37th Street & Elm Avenue	AM	9.4	A	9.4	A	+0.0
		PM	9.4	A	9.4	A	+0.0
		MID	9.5	A	9.5	A	+0.0
3.	37th Street & Atlantic Avenue	AM	0.462	A	0.476	A	+0.014
		PM	0.495	A	0.511	A	+0.016
		MID	0.532	A	0.551	A	+0.019

Source: Overland Traffic Consultants, Inc., June 2008.

As shown in Table IV.C-7, traffic growth from the related project and the ambient growth will marginally increase traffic congestion in the study area but not at significant levels. The impact of the Proposed Project's estimated traffic volume has been calculated by adding the project traffic volume to the ambient traffic growth.

Table IV.C-8 shows future (2010) traffic conditions without and with project buildout. According to the significant impact criteria established by the City of Long Beach, as discussed above, none of the study intersections are expected to be significantly impacted by the Proposed Project. Future cumulative "With Project" weekday AM and PM, and Sunday mid-day peak hour traffic volumes are shown in Figures IV.C-12 through IV.C-14.

Figure IV.C-9, Future (2010) Without Project Traffic Volumes Weekday AM Peak Hour

Figure IV.C-10, Future (2010) Without Project Traffic Volumes Weekday PM Peak Hour

Figure IV.C-11, Future (2010) Without Project Traffic Volumes Sunday Mid-day Peak Hour

Figure IV.C-12, Future (2010) With Project Traffic Volumes Weekday AM Peak Hour

Figure IV.C-13, Future (2010) With Project Traffic Volumes Weekday PM Peak Hour

Figure IV.C-14, Future (2010) With Project Traffic Volumes Sunday Mid-day Peak Hour

Table VI.C-8
Future Traffic Conditions Without and With Project

No.	Intersection	Peak Hour	Future Without Project		Future With Project		Impact
			ICU/Delay	LOS	ICU/Delay	LOS	
1.	37th Street & Long Beach Boulevard	AM	16.1	C	16.2	C	+0.1
		PM	14.6	B	15.1	C	+0.5
		MID	12.2	B	12.4	B	+0.2
2.	37th Street & Elm Avenue	AM	9.4	A	9.4	A	+0.0
		PM	9.4	A	9.5	A	+0.1
		MID	9.5	A	9.6	A	+0.1
3.	37th Street & Atlantic Avenue	AM	0.476	A	0.478	A	+0.002
		PM	0.511	A	0.513	A	+0.002
		MID	0.551	A	0.557	A	+0.006

Source: Overland Traffic Consultants, Inc., June 2008.

Congestion Management Program

To address increasing public concern that traffic congestion was impacting the quality of life and economic vitality of the State of California, Proposition 111 enacted the Congestion Management Program (CMP). The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. The CMP was adopted to track regional traffic growth, building permits, and transportation improvements. A countywide approach has been established by the Metropolitan Transportation Authority, the local CMP agency, designating a highway network that includes all state highways and principal arterials within the County and monitoring network's Level of Service to implement the statutory requirements of the CMP. The monitoring of the CMP network is one of the responsibilities of local jurisdictions. If the Level of Service standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the countywide plan. Current changes to the CMP being considered by local officials include adding a countywide trip fee to mitigate regional cumulative impacts.

For purposes of the CMP LOS analysis, a substantial change in freeway segments are defined as an increase or decrease of 0.10 in the demand to capacity ratio and a change in LOS. A CMP traffic analysis is required if a project will add 150 or more trips to a freeway segment in either direction and where a project will add 50 or more trips to any CMP monitoring intersection during either the AM or PM weekday peak hour. The Proposed Project would not add 50 or more trips during the AM or PM peak hours to any CMP monitored intersection, nor is the Proposed Project expected to add 150 or more

directional trips to any monitored freeway segment. Therefore, no significant, project-related impact would occur and no additional CMP analysis is necessary.

Parking

For senior assisted living projects approved through a conditional use permit (i.e., special group residences) the City requires the provision of one parking space for each market rate senior unit, and one-half space for each affordable unit, for a total of 62 required parking spaces (59 market rate units X 1 space = 59 spaces + 6 affordable units X ½ space = 3 spaces = 62 total parking spaces). The Project would provide 65 total parking spaces, thus exceeding Municipal Code requirements. In addition to ensuring that the Project site itself will include sufficient parking, the adjacent parking lot will also be reconfigured to create a net increase of 2 parking spaces for the Temple. Increasing the total number of spaces at the adjacent Temple parking lot will help provide further assurance that the Project will not result in spillover parking on adjacent streets.

Parking occupancy counts were conducted on Elm Avenue and 37th Street, one block in each direction from their intersection on a Sunday when street parking is at its peak. Weekday observations were also made between the hours of 2:00 PM to 6:00 PM to determine if on-street parking supply is sufficient. Based on these observations, on-street parking is available in the project vicinity during the peak Sunday parking demand periods. Observations of the on-street parking demand on weekdays indicated a very low parking demand.

Parking demand has also been surveyed by the Institute of Transportation Engineers for assisted living facilities. Based on this database, the average parking demand per dwelling unit is 0.33 vehicles per dwelling unit on a weekday, 0.24 vehicles per unit on Saturday, and 0.28 vehicles per unit on Sunday. The Sunday parking occupancy data, shown in Table IV.C-9, is based on parking counts conducted by The Traffic Solution. The Sunday peak period parking counts were conducted manually from 11:00 AM to 1:00 PM. On-site parking will be provided in a subterranean parking garage with 60 parking spaces with an additional five parking spaces located in the at-grade motor court, in excess of City of Long Beach Municipal Code requirements for special care residences. These data suggest that the Proposed Project's peak parking demand would occur on Sunday with a parking demand of approximately 22 parked vehicles, well below the proposed 65 on-site parking spaces. Additionally, seniors residing in an assisted living facility would not typically be driving or have cars that they would be parking on-site. Consequently, although 65 parking spaces would be provided by the Proposed Project, it is estimated that many of these parking spaces would not be used by the residents inhabiting the proposed development. Therefore, the Proposed Project would meet City of Long Beach parking code standards and increase the parking supply to relieve the burden on adjacent streets. Impacts would therefore be less than significant.

Project Vehicular Access

The main vehicular access to the Proposed Project's subterranean parking garage is provided via a driveway located on Elm Avenue south of 37th Street. 37th Street has ingress and right turn exit egress only. Elm Avenue has ingress and egress from a single driveway. Delivery vehicles will either use the motor court or for larger delivery vehicles (vehicles over 10.5 feet) the adjacent Temple egress driveway located along the south side of the facility would be used for loading and unloading only.

Table IV.C-9
Parking Occupancy

Number of Parked Vehicles on 37th Street				
30-Min Period	**1. From LB Blvd to Elm Ave**	**2. From Elm Ave to Linden Ave**	**3. From Linden Ave to Elm Ave**	**4. From Elm Ave to LB Blvd**
	Northside	**Northside**	**Southside**	**Southside**
11:00 AM - 11:30 AM	11	8	9	12
11:30 AM - 12:00 PM	9	6	8	11
12:00 PM - 12:30 PM	9	6	8	10
12:30 PM - 1:00 PM	8	5	6	3
Number of Parked Vehicles on Elm Avenue				
30-Min Period	**5. From 37th St to Bixby Rd**	**6. From Bixby Rd to 37th St**	**7. From 37th St to 36th St**	**8. From 36th St to 37th St**
	Northside	**Northside**	**Southside**	**Southside**
11:00 AM - 11:30 AM	6	2	10	8
11:30 AM - 12:00 PM	8	6	17	13
12:00 PM - 12:30 PM	12	6	14	11
12:30 PM - 1:00 PM	7	5	8	9

Source: Overland Traffic Consultants, Inc., June 2008.

CUMULATIVE IMPACTS

The analysis of traffic impacts of the Proposed Project considers the effects of future growth in traffic in the region through consideration of traffic generated by related projects and the application of a growth factor. Consequently, impacts of cumulative growth are already incorporated into the traffic model and are reflected in the Without Project condition in Table IV.C-8 above. Impacts of the Proposed Project, in conjunction with the related project, are shown in the With Project column in Table IV.C-8. As such, the Proposed Project, in conjunction with the related projects, would not cause a cumulatively considerable effect and impacts with respect to traffic would be less than significant.

MITIGATION MEASURES

Based on the intersection and CMP analyses provided above, and using criteria established by the City of Long Beach, the Proposed Project would not significantly impact any of the three study intersections or the CMP network. Therefore, no traffic mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts with respect to traffic, transportation, and parking would be less than significant.

Attachment H

Proposed First Floor Plan

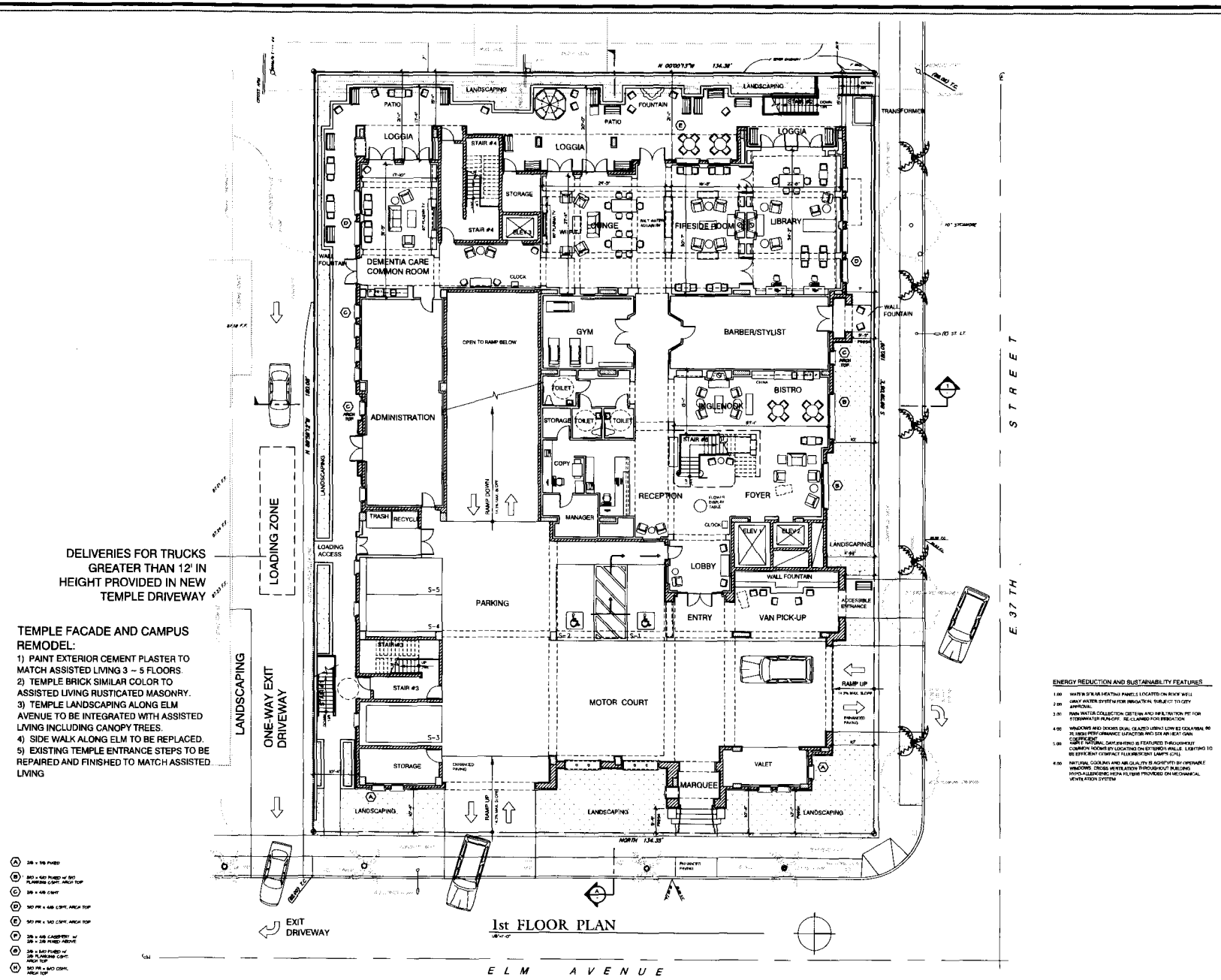


Figure IV.C-15
First Floor Plan

Attachment I

Rendering of North and East Facades

Figure IV.B-8
Northeast Aerial Rendering of the
Proposed Project

"Susan"
<susan@hellertravel.com>

10/28/2008 03:31 PM

To <cityclerk@longbeach.gov>

cc

Subject Nov 11th application #0803-05-stongly oppose the size and height of proposed Sr living complex @ 37th & Elm

Dear City Clerk's office,

I am at work when city council meetings are held so I am writing to you today to voice my concerns about the proposed 5 story Senior Living Facility at 37th & Elm.

I am not opposed to the Senior Living Facility itself. I am opposed to the number of units and it's height.

I live at 3695 Linden Ave. My unit overlooks 37th st. We already have far too much traffic on 37th st racing between Long Beach Blvd and Atlantic. Many times the cars are going too fast and don't stop completely at Linden. I see and hear many near misses at this corner. There are many large trucks using 37th st to travel between Long Beach Blvd and Atlantic as well . I hear this traffic day and night. I did at one time ask for a stop sign at Elm in hopes of slowing down the traffic, nothing. We have children and pets playing on 37th st. I know of several pets that have been run over and killed because people are driving too fast.

My schedule has not allowed me to attend any of the meetings that have been held regarding this complex. That does not mean I am not in strong protest of this complex. In addition, I am at work during the hours the City Council meets, as are most people.

I strongly oppose the building of such a large facility in our quiet neighborhood. This is not a neighborhood that can handle something so tall and with so many units. I believe it will create too much traffic and noise and will seriously affect the quality of life for those residents in it's immediate vicinity. Have you or any of the other's in your office ever been in our neighborhood on a Sunday morning when we have people trying to park to go to the many churches here or go to Bake N Broil? I look out my windows and see all the congestion.

I would agree to a smaller facililty being built on that corner. If they insist on building something so large they should look elsewhere, possibly on Long Beach Blvd, for an area that can handle such a building along with the traffic and noise it will incur.

Please protect our neighborhood's peace and quiet and quality of life. Say NO to the size of this facility.

Thanking you in advance for your time.

Susan Vidor
3695 Linden Ave #10B
Long Beach 90807

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONG BEACH ADOPTING, AFTER PUBLIC HEARING, AMENDMENTS TO THE LAND USE ELEMENT OF THE GENERAL PLAN OF THE CITY OF LONG BEACH

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

Section 1. The City Council does hereby find, determine and declare:

A. The City Council of the City of Long Beach has adopted, pursuant to Section 65302 of the California Government Code, a Land Use Element as part of the City's General Plan.

B. The City Council desires to amend the Land Use Element of the General Plan of the City of Long Beach as set forth in this resolution.

C. The Planning Commission held a public hearing on August 21, 2008, on an amendment to the Land Use Element of the General Plan of the City of Long Beach.

D. At that hearing, the Planning Commission gave full consideration to all pertinent facts, information, proposals, environmental documentation and recommendations respecting all parts of the amendments to the General Plan of the City of Long Beach as to the amendments to the map of the Land Use Element and to the views expressed at the public hearing, and afforded full opportunity for public input and participation.

E. A Negative Declaration (No. 11-08) was prepared in accordance with the Guidelines for Implementation of the California

OFFICE OF THE CITY ATTORNEY
ROBERT E. SHANNON, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

Environmental Quality Act (CEQA) that there is no substantial evidence that the project will have a significant effect on the environment.

F. Following receipt of all appropriate environmental documentation, full hearings and deliberation, the City Planning Commission recommended approval of the amendments to the Land Use Element of the City of Long Beach General Plan and further directed that said recommendation be forwarded to the City Council for consideration.

G. That on October 5, 2008, the City Council conducted a duly noticed public hearing at which it gave full consideration to all pertinent facts, information, proposals, environmental documentation and recommendations respecting all parts of the amendments to the Land Use Element of the General Plan and the views expressed at the public hearing and afforded full opportunity for public input and participation.

H. Following receipt of all appropriate environmental documentation, full hearings and deliberation, the City Council did concur with the recommendations of the Planning Commission and did approve and adopt the environmental documentation and the amendment to the Land Use Element of the General Plan from LUD-3B to LUD 5 uses for those certain properties as indicated on Exhibit "A", which is attached hereto and incorporated herein by this reference.

Section 2. The City Council of the City of Long Beach hereby formally approves and adopts the amendment to the map of the Land Use Element of the General Plan of the City of Long Beach relating to those certain properties located in the City of Long Beach, as certified and recommended by the Planning Commission of the City of Long Beach as depicted in Exhibit "A", which is attached hereto and incorporated herein by this reference.

Section 3. This resolution shall take effect immediately upon its adoption by the City Council, and the City Clerk shall certify the vote adopting this resolution.

OFFICE OF THE CITY ATTORNEY
ROBERT E. SHANNON, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

I hereby certify that the foregoing resolution was adopted by the City Council of the City of Long Beach at its meeting of _____, 2008, by the following vote:

Ayes: Councilmembers: _____

_____

_____

_____

Noes: Councilmembers: _____

_____

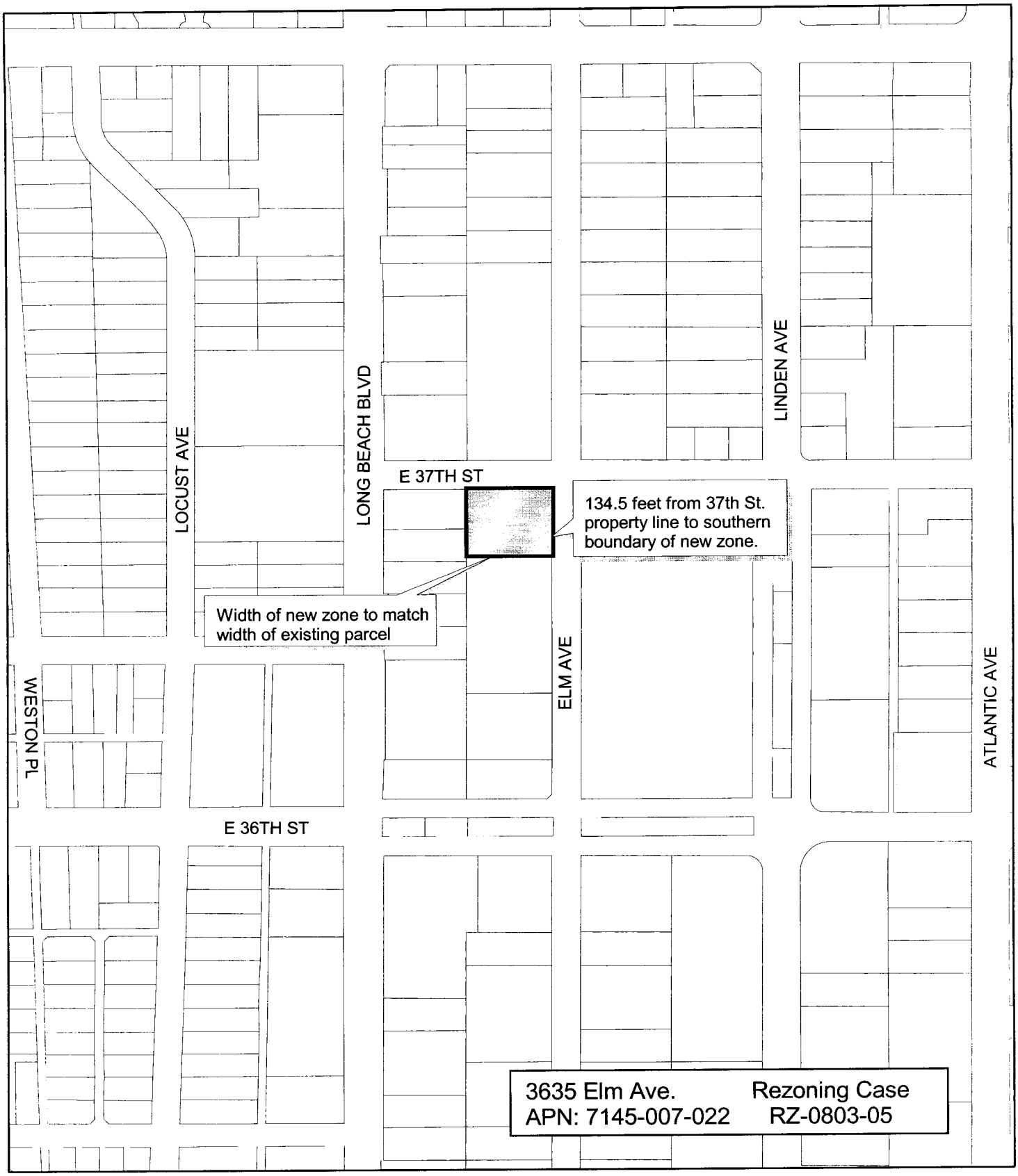
Absent: Councilmembers: _____

_____

_____

City Clerk

OFFICE OF THE CITY ATTORNEY
ROBERT E. SHANNON, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664



Proposed amendment to a portion of Part 5 of the Use District Map and General Plan Land Use Map.

General Plan Land Use District change from LUD #3B to LUD #5

Exhibit A