

The Midtown Specific Plan area is in a highly urbanized, built-out portion of the City and is outside of fire hazard severity zones designated by the California Department of Forestry and Fire Protection (CAL FIRE). Future development under the Midtown Specific Plan would not pose wildfire-related hazards to people or structures. No impacts were identified related to the exposure of people or structures to wildland fires.

The proposed project is on a vacant and unimproved lot surrounded by existing development. The project site does not contain wildlands, nor is it adjacent to wildlands. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to wildland fires is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Midtown Specific Plan Program EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan Program EIR	No Impact/ No Change to Midtown Specific Plan Program EIR
Impact Area: Hydrology and Water Quality			
-- Would the Project:			
a) Violate any water quality standards or waste discharge requirements?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planner uses for which permits have been granted)?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course if a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Less Than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Midtown Specific Plan Program EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan Program EIR	No Impact/ No Change to Midtown Specific Plan Program EIR
Impact Area: Hydrology and Water Quality			
-- Would the Project:			
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less Than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Construction Phase

Runoff during the construction-phase of development projects that would be accommodated by the Midtown Specific Plan may cause deterioration of water quality of downstream receiving waters if construction-related sediment or pollutants wash into the storm drain system and facilities. The General Construction Permit [GCP; Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System (NPDES) Permit No.

CAS000002], and its subsequent revisions (Order No. 2012-0006-DWQ), regulates stormwater and non-stormwater discharges associated with construction activities disturbing one acre or greater of soil. Prior to the issuance of grading permits, applicants of individual development projects of one acre or greater of soil disturbance would be required to comply with the most current GCP and associated local NPDES regulations to ensure that the potential for soil erosion is minimized on a project-by-project basis.

In accordance with the GCP, a Storm Water Pollution Prevention Plan (SWPPP) must be prepared and implemented for construction projects that include one acre or more of soil disturbance, and revised as necessary, as administrative or physical conditions change. Prior to commencement of construction activities for development projects within the Midtown Specific Plan area, the project-specific SWPPP(s) are required to be prepared in accordance with the site-specific sediment risk analyses based on the grading plans, with erosion and sediment controls proposed for each phase of construction for the individual development projects. With compliance of the most current GCP and associated local NPDES regulations, water quality and waste-discharge impacts from project-related grading and construction activities are not anticipated to occur.

Operation Phase

With the proposed land use changes, development under the Midtown Specific Plan may result in long-term impacts to the quality of storm water and urban runoff, subsequently impacting downstream water quality. It can potentially create new sources for runoff contamination through changing land uses.

To help prevent long-term impacts associated with development that would occur under the Midtown Specific Plan and in accordance with the requirements of the City of Long Beach and its MS4 permit (Order No. R4-2014-0024), new development and significant redevelopment projects must incorporate site design/ low-impact development (LID) and source control BMPs to address post-construction storm water runoff management. Source control BMPs reduce the potential for pollutants to enter runoff. Long-term surface water quality of runoff from the Midtown Specific Plan area would be expected to improve over existing conditions as more LID BMPs are implemented throughout the Midtown Specific Plan area. This is considered an overall beneficial effect of the Midtown Specific Plan and no significant adverse water quality impacts is anticipated to occur.

The project site (0.93-gross acre) is less than one acre in size. The proposed project would be required to comply with all applicable regulations regarding runoff during construction and operation of the project. The proposed mixed-use project would not create any potential violations of water quality standards or waste discharge requirements not anticipated in the Midtown Specific Plan Program EIR. Site design/LID and source control BMPs or equivalent measures to control pollutant runoff will be included within the project's grading and construction plans, if applicable. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of potential effects related to violations of water quality standards or waste discharge requirements is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- 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 planner uses for which permits have been granted)?

New development and redevelopment projects would retain the stormwater volume from an 85th-percentile 24-hour storm onsite. Therefore, some of the stormwater generated by increased impervious areas of development that would be accommodated by the Midtown Specific Plan would be infiltrated into the soil. Additionally, the Midtown Specific Plan area would have a minimal effect on usable groundwater reserves because it is in a largely developed area of the City and is surrounded by urban uses. Groundwater is also not relevant to the Midtown Specific Plan area because infiltration will not be used, the plan area is not in or near any groundwater recharge basin, and neither the Midtown Specific Plan area nor the surrounding area is used for intentional groundwater recharge.

The City of Long Beach forecasts that it will have adequate water supplies to meet water demands through the 2015-2035 period without exceeding its water rights to Central Subbasin groundwater. Therefore, the Midtown Specific Plan would not substantially interfere with groundwater supplies or groundwater recharge, and impacts are not anticipated significant.

The proposed project would be required to comply with all applicable regulations with regard to retaining stormwater volume onsite. The proposed mixed-use project would not deplete groundwater supplies not anticipated in the Midtown Specific Plan Program EIR. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of potential effects related to the depletion of groundwater supplies or interference with groundwater recharge is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- 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?*

Construction Phase

The construction contractor of individual development projects that would be accommodated by the Midtown Specific Plan would be required to prepare and implement an SWPPP pursuant to the GCP during grading and construction activities. The SWPPP would specify BMPs that construction contractors would implement prior to and during grading and construction activities to minimize erosion and siltation impacts on- and offsite. BMPs would include but are not limited to: erosion control BMPs, such as hydraulic mulch, soil binders, and geotextiles and mats; the protection of storm drain inlets with an impoundment (i.e., gravel bags) around the inlet and equipped with a sediment filter such as a fiber roll; and stabilization of all construction entrance/exit points to reduce the tracking of sediments onto adjacent streets. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion and siltation from project-related grading and construction activities. Therefore, the construction phase of development projects that would be accommodated by the Midtown Specific Plan would not result in a substantial alteration of the existing drainage pattern of the plan area in a manner that would result in substantial erosion or siltation on- or offsite.

Operation Phase

Development that would be accommodated by the Midtown Specific Plan is not anticipated to substantially change the drainage pattern on individual development sites or the overall Specific Plan area. Under proposed conditions, runoff on individual development sites and the overall Specific Plan area would be conveyed similar to existing conditions. Individual development sites would also consist of impervious surfaces (e.g., asphalted driveways, building pads, concrete walkways) and pervious surfaces (e.g., common area landscaping, open space lawn areas). There would be no substantial areas of bare or disturbed soil onsite that would be vulnerable to erosion or siltation. All areas would either be paved or landscaped.

To help prevent long-term impacts associated with development that would occur under the Midtown Specific Plan and in accordance with the requirements of the City of Long Beach and its MS4 permit (Order No. R4-2014-0024), new development and significant redevelopment projects must incorporate site design/LID and source control BMPs, which would help prevent post-development erosion and siltation on- or offsite. During their review of submitted grading plans, City staff would ensure that the minimum requirements to regulate grading and earthwork are incorporated into the development project to control the quality of drainage and runoff (including erosion and siltation) from the development site. Therefore, the operational phase of development projects that would be accommodated by the Midtown Specific Plan would not result in a substantial alteration of the existing drainage pattern of the plan area in a manner that would result in substantial erosion or siltation on- or offsite.

The proposed project would be required to comply with all applicable regulations regarding the GCP and the requirements of the City of Long Beach and its MS4 permit. The proposed mixed-use project would place structures on most the project site and there would be no substantial areas of bare or disturbed soil onsite that would be vulnerable to erosion or siltation. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of potential effects related to erosion or siltation on- or offsite is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Based on the relatively high existing impervious conditions and proposed land uses of the Midtown Specific Plan area, which generally would have proportional impervious areas equal to or less than existing conditions, project runoff is not anticipated to increase over existing conditions. Buildout of the Midtown Specific Plan would result in decreases in impervious areas or no net change in amounts of impervious areas in Districts throughout the plan area.

The existing City and Los Angeles County Flood Control District (LACFCD) storm drain systems serving the Midtown Specific Plan area are not anticipated to change as a result of the Midtown Specific Plan, thereby making the 2005 MPD Update applicable to the proposed conditions (buildout of the Midtown Specific Plan). The City of Long Beach uses peak flow from a 10-year storm as its threshold below which existing drainage facilities require upsizing. In addition to the storm drain improvement recommendations outlined in the 2005 MPD Update, the City of Long Beach Public Works Department also identified the upsizing of all storm drain facilities within the Midtown Specific Plan area that are less than 24-inches to a minimum of 24-inches. The upsizing of these storm drain facilities would occur as development projects pursuant to the Midtown Specific Plan are implemented.

Buildout of the Midtown Specific Plan would require drainage improvements specified in Mitigation Measures HYD1 through HYD-4, which are consistent with those outlined in the 2005 MPD Update and identified by the City of Long Beach Public Works Department. Additionally, through the incorporation of site design, LID features and BMPs as required under the City's SUSMP/LID design requirements, the individual development projects that would be accommodated by the Midtown Specific Plan would effectively retain or treat the 85th percentile 24-hour storm water runoff. Therefore, the Midtown Specific Plan would not substantially alter the existing drainage pattern of the Midtown Specific Plan area or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, nor would it create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems.

The project applicant will have conducted an analysis of the existing storm drain facilities that would serve the proposed mixed-use project. The proposed project would be required to comply with all applicable regulations regarding runoff and discharge. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of potential effects related to alteration of the existing drainage pattern of the site or area is not required.

Mitigation Measures:

HYD-1 Prior to the issuance of grading or building permits for any development or redevelopment projects pursuant to the Midtown Specific Plan, the City of Long Beach shall ensure that the following drainage improvements are fully funded for and implemented:

- Any development or redevelopment project that would impact existing storm drain facilities within the Midtown Specific Plan area (public and private) that is less than 24-inches in size shall fully fund upsizing of such facilities to a minimum 24-inch pipe size or greater dependent upon the location and size of the development or redevelopment project. The increase in pipe size will serve to reduce localized flooding.
- Any development or redevelopment project that would impact the two segments of City of Long Beach's storm drains in Willow Street for which improvements were recommended by the 2005 Master Plan of Drainage Update shall fully fund upsizing of those storm drain segments to 36 inches or other final size as prescribed by City of Long Beach Public Works Department.

- HYD-2 Prior to the issuance of grading or building permits for any development or redevelopment projects pursuant to the Midtown Specific Plan, project applicants/developers of such projects shall prepare a site-specific hydrology and hydraulic study of the onsite and immediate offsite storm drain systems to determine capacity and integrity of the existing systems. The hydrology and hydraulic study shall be submitted to City of Long Beach Public Works Department for review and approval.
- HYD-3 The project applicant/developer of each development or redevelopment project that would be accommodated by the Midtown Specific Plan shall request the “allowable discharge rate” – which limits peak flow discharges as compared to existing conditions based on regional flood control constraints – from the Los Angeles County Department of Public Works, and shall comply with such discharge rate. Compliance with the “allowable discharge rate” shall be demonstrated in the hydrology and hydraulic study to be completed pursuant to Mitigation Measure HYD-2.
- HYD-4 The project applicant/developer, architect, and construction contractor for each development or redevelopment project that would be accommodated by the Midtown Specific Plan shall incorporate low-impact development (LID) best management practices (BMPs) within the respective project, providing for water quality treatment and runoff reduction and/or detention in accordance with local stormwater permit requirements.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- e) *Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Refer to the discussion under Hydrology and Water Quality threshold d), above. The Midtown Specific Plan would not substantially alter the existing drainage pattern of the Midtown Specific Plan area or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, nor would it create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems. Prior to the issuance of grading permits, applicants of individual development projects of one acre or greater of soil disturbance would be required to comply with the most current GCP and associated local NPDES regulations to ensure that the potential for soil erosion is minimized on a project-by-project basis.

The proposed project would be required to comply with all applicable regulations regarding runoff and discharge. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of potential effects related to alteration of the existing drainage pattern of the site or area is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- f) *Would the project otherwise substantially degrade water quality?*

Prior to commencement of construction activities for development projects within the Midtown Specific Plan area, the project-specific SWPPP(s) are required to be prepared in accordance with the site-specific sediment risk analyses based on the grading plans, with erosion and sediment controls proposed for each phase of construction for the individual development projects. The phases of construction will define the maximum amount of soil disturbed, the appropriate sized sediment basins and other control measures to accommodate all active soil disturbance areas, and the appropriate monitoring and sampling plans.

Therefore, long-term surface water quality of runoff from the Midtown Specific Plan area would be expected to improve over existing conditions as more LID BMPs are implemented throughout the Midtown Specific Plan area. This is considered an overall beneficial effect of the Midtown Specific Plan and no significant adverse water quality impacts is anticipated to occur.

The project site (0.93-gross acre) is less than one acre in size. The proposed project would be required to comply with all applicable regulations regarding runoff during construction and operation of the project. The proposed mixed-use project would not create any new conditions not anticipated in the Midtown Specific Plan Program EIR. Site design/LID and source control BMPs or equivalent measures to control pollutant runoff will be included within the project's grading and construction plans, if applicable. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of potential effects related to the degradation of water quality requirements is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The Midtown Specific Plan Program EIR determined that there are no areas in the Specific Plan area within a 100-year flood hazard area. Portions of the Specific Plan area are mapped in Zone X of Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency, which are moderate flood hazard areas between the limits of the base flood and the 0.2 percent annual chance (or 500-year) flood. No impact would occur related to risks associated with a 100-year flood.

The project site is not within a 100-year flood hazard area. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to risks associated with a 100-year flood is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- 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?*

The Specific Plan area is not located near a body of water that includes a levee or dam. As noted above, the Midtown Specific Plan area is not located within a 100-year flood zone. No impacts would occur related to significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

The project site is not located near a body of water that includes a levee or dam or within a 100-year flood hazard area. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to risks associated with the failure of a levee or dam is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

j) Would the project experience inundation by seiche, tsunami, or mudflow?

The Midtown Specific Plan Program EIR Midtown Specific Plan Program EIR determined that there are no water storage facilities or bodies of water on or near the plan area that could pose a flood hazard to the site due to a seiche or failure of an aboveground reservoir. In addition, the Specific Plan area is approximately two miles inland from the Pacific Ocean, outside of the Tsunami Hazard Zone identified by the California Emergency Management Agency (Cal EMA 2014). Furthermore, the Midtown Specific Plan area is relatively flat and would not be susceptible to any mudflow. No impacts related to inundation by seiche, tsunami, or mudflow would occur.

The proposed project would not alter the existing physical conditions of the plan area described in the Midtown Specific Plan Program EIR, nor would it create any new significant impacts not identified in the EIR. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects of inundation by seiche, tsunami, or mudflow is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Midtown Specific Plan Program EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan Program EIR	No Impact/ No Change to Midtown Specific Plan Program EIR
Impact Area: Land Use / Planning			
-- Would the Project:			
a) Physically divide an established community?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Less Than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project physically divide an established community?

The intent of the Midtown Specific Plan is to revitalize the area and create a unique sense of place. The Specific Plan would be developed within the confines of the Midtown Specific Plan area and would not introduce roadways or other infrastructure improvements that would bisect or transect the surrounding communities. The residential and commercial uses of the Specific Plan would also be compatible with and similar to the surrounding land uses. Implementation of the Midtown Specific Plan would not divide an established community and no adverse impact would occur.

The proposed mixed-use project would not alter the existing street and circulation patterns. Additionally, the proposed project features a code-compliant, context-sensitive design that integrates the project into the land use character of Long Beach Boulevard and the surrounding area. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to physical division of an established community is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- 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?*

The Midtown Specific Plan Program EIR included an analysis of the Specific Plan's consistency with the applicable City plans that have been adopted for the purpose of avoiding or mitigating and environmental effect. For projects that are not consistent with the current General Plan designation, Mitigation Measure LU-1 would require the City to undertake an amendment to the City's General Plan Land Use and Mobility elements within a certain time frame after adoption of the Specific Plan. With implementation of mitigation, impacts related to conflicts with any applicable land use plan, policy, or regulation would be less than significant.

The General Plan (1989) designation for the project site is LU-7, Mixed Use District. The proposed mixed-use project would be consistent with the land use designation for the project site. The project-related improvements are limited to the project site and does not include the closure of Rhea Street, north of the project site. Implementation of the proposed project would not require a general plan amendment, as required in Mitigation Measure LU-1 and therefore, the requirements of Mitigation Measure LU-1 are not required for approval of the proposed project. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to conflicts with applicable land use plans, policies, or regulations is not required.

~~LU-1 If the current General Plan Land Use Element update being undertaken by the City of Long Beach, which includes revisions to the land use designations of the current Land Use Map (including the area covered by the Midtown Specific Plan), is not adopted within 12 months after adoption of the Midtown Specific Plan, the City shall initiate a General Plan Amendment to achieve consistency between the General Plan Land Use Element and the Midtown Specific Plan. Specifically, the General Plan Amendment shall require an update to the current Land Use Map in order to change the current General Plan land use designations of the Midtown Specific Plan area to allow for uses and densities set forth in the Midtown Specific Plan.~~

~~A future General Plan Amendment may also require revisions to tables and exhibits in the Mobility Element pertaining to roadway classifications and closures associated with the Midtown Specific Plan. The specific roadway closures under the Midtown Specific Plan include 25th Street, 23rd Street, 21st Street, and 15th Street east and west of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach Boulevard; and 14th Street east of Long Beach Boulevard. Roadway amendments will be processed as the time of individual roadway character change projects.~~

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

The Midtown Specific Plan Program EIR found that the Specific Plan would not conflict with a habitat or natural communities conservation plan, and no impact would occur.

The proposed project is within the Midtown Specific Plan area and is consistent with the development standards and provisions of the Specific Plan. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to conflicts with applicable habitat conservation plans or natural community conservation plans is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Midtown Specific Plan Program EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan Program EIR	No Impact/ No Change to Midtown Specific Plan Program EIR
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Impact Area: 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? | No Impact | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | No Impact | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- 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 active mining operations exist in the City of Long Beach. The Midtown Specific Plan area and surrounding area are mapped and do not contain significant mineral deposits. Implementation of the Specific Plan would not cause the loss of availability of mineral resources valuable to the region or state, and no impact would occur.

The proposed project is within the Midtown Specific Plan area, which does not contain significant mineral deposits. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to mineral resources is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- 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?*

The Midtown Specific Plan area and the surrounding area are in a highly-urbanized part of the City. While oil fields are present in and around the City, development in accordance with the Midtown Specific Plan would occur on already developed sites, and would not expand into mineral resource recovery sites or oil fields. Implementation of the Specific Plan would not cause a loss of availability of mining sites, oil fields, or gas fields, and no impact would occur.

The proposed project is not located on a locally important mineral resource recovery site. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to mineral resource recovery sites is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Midtown Specific Plan Program EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan Program EIR	No Impact/ No Change to Midtown Specific Plan Program EIR
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Impact Area: Noise

-- Would the Project result in:

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|---|---------------------------------------|--------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | Less Than Significant with Mitigation | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | Less Than Significant with Mitigation | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | Less Than Significant with Mitigation | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | Significant and Unavoidable | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | Less Than Significant | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to noise levels? | Less Than Significant | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- a) *Would the project result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Future development in accordance with the Midtown Specific Plan would cause increases in traffic along local roadways. The Midtown Specific Plan Program EIR analyzed the noise level increases on roadways over existing and 2035 conditions at 50 feet from the centerline of each roadway segment. Under existing plus project conditions, traffic noise increases along roadways would be up to 1.0 dBA CNEL; the increases would occur due to implementation of the Midtown Specific Plan. No roadway segments would result in an increase greater than 5 dBA, or would experience substantial noise increases greater than 3 dBA resulting in noise levels greater than 65 dBA CNEL. Therefore, traffic noise increases for existing plus project conditions would be less than significant.

Under 2035 conditions, traffic noise increases along roadways would be up to 0.6 dBA CNEL; the increases would occur due to implementation of the Midtown Specific Plan. No roadway segments would result in an increase greater than 5 dBA, or would experience substantial noise increases greater than 3 dBA resulting in noise levels greater than 65 dBA CNEL. Therefore, traffic noise increases for 2035 conditions would be less than significant.

An impact could be significant if the Midtown Specific Plan designates noise-sensitive land uses in areas that would exceed the noise compatibility criteria of the City. Noise-sensitive uses could be exposed to elevated noise levels from transportation sources; both roadway and railway sources. Implementation of the Midtown Specific Plan could add new sensitive uses, including residential uses, in areas adjacent to the (existing) Blue Line and (future) Green Line railways. Mitigation Measure N-5 would reduce potential interior noise impacts to future noise-sensitive receptors below the thresholds. No significant and unavoidable impact would remain.

Stationary-source noise from these land uses within the Midtown Specific Plan area would not substantially increase the noise environment. The City regulates noise produced by air conditioning units, landscape maintenance, and loading activities in Section 8.80.200 (Noise Disturbances-Acts Specified) of the City's Municipal Code. The City's Noise Ordinance is based on the receiving land use, protecting noise-sensitive uses regardless of neighboring uses. Noise that exceeds the limitations of the City's Municipal Code is considered a violation and is punishable by a fine or imprisonment. Therefore, project-related noise impacts from stationary sources would be less than significant with adherence to City regulations.

The Metro Blue Line railway is located within the Long Beach Boulevard right-of-way adjacent to the project site. The proposed project will prepare an acoustical report consistent with the requirements of Mitigation Measure N-5 as part of the building permit submittal process. In addition, the proposed residential and commercial uses on the project site would be required to be in compliance with the City's Municipal Code. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects the exceedance of noise standards is not required.

Mitigation Measure:

- N-5 Prior to issuance of a building permit for residential development projects accommodated by the Midtown Specific Plan, the project applicant/developer shall submit a final acoustical report prepared to the satisfaction of the City of Long Beach Development Services Department. The report shall demonstrate that the

residential development will be sound-attenuated against present and projected noise levels, including roadway, railway, aircraft, helicopter, and stationary sources (e.g., industrial, commercial, etc.) to meet City interior standards. Specifically, the report shall demonstrate that the proposed residential design will result in compliance with the 45 dBA CNEL interior noise levels, as required by the California Building Code and California Noise Insulation Standards (Title 24 and 25 of the California Code of Regulations). The project applicant/developer shall submit the final acoustical report to the City of Long Beach Development Services Department for review and approval. Upon approval by the City, the project's acoustical design features shall be incorporated into construction of the proposed development project.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Groundborne vibration from construction activities from implementation of development projects under the Specific Plan, railway operations at future development projects, and commercial/industrial operations at future development sites could result in substantial impacts to sensitive receptors. Mitigation Measure N-2 would reduce potential vibration impacts during construction below the thresholds. Mitigation Measure N-3 would reduce potential train-related vibration impacts to new uses below the thresholds. Mitigation Measure N-4 (operations-related vibration) would reduce potential vibration impacts from commercial/industrial uses to less than significant levels. No significant and unavoidable vibration impacts would remain.

The identified vibration studies will be overseen by the City of Long Beach Building Bureau. Identification and implementation of appropriate mitigation measures and contingencies shall be to the satisfaction of the satisfaction of the Superintendent of Building & Safety. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to groundborne noise and vibration is not required.

Mitigation Measures:

- N-2 Prior to issuance of a building permit for any development project requiring pile driving or blasting during construction, the project applicant/developer shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. The maximum levels shall not exceed 0.2 inches/second, which is the level that can cause architectural damage for typical residential construction. If maximum levels would exceed these thresholds, alternative uses such static rollers, non-explosive blasting, and drilling piles as opposed to pile driving shall be used.
- N-3 Prior to the issuance of building permits for development projects accommodated by the Midtown Specific Plan, if proposed vibration-sensitive land uses are located within 200 feet of any railroad line, the property owner/developer shall retain an acoustical engineer to conduct an acoustic analysis that includes a vibration analysis for potential impacts from vibration generated by operation of the rail line.

Mixed-use buildings shall be designed to eliminate vibration amplifications due to resonances of floors, walls, and ceilings. The detailed acoustical analysis shall be submitted to the City of Long Beach Development Services Department prior to issuance of building permits and shall demonstrate that the vibration levels would be below 65, 72, or 75 VdB, which are the Federal Transit Administration's rail-focused groundborne vibration criteria for Category 1, 2, and 3 land uses, respectively. Category 1 uses are buildings where vibration would interfere with interior operations; Category 2 uses are residences and buildings where people normally sleep; and Category 3 uses are institutional land uses with primarily daytime use.

- N-4 Prior to issuance of a building permit for projects involving the development of new industrial uses within 200 feet of any existing residential use or Development District 3 of the Midtown Specific Plan, the property owner/developer shall retain an acoustical engineer to conduct an acoustic analysis that includes a vibration analysis for potential impacts from vibration generated by industrial activities. The detailed acoustical analysis shall be submitted to the City of Long Beach Development Services Department and shall demonstrate that the vibration levels to any nearby residential use would be below 78 VdB during the daytime (7 AM to 10 PM) and 72 VdB during the nighttime (10 PM to 7 AM), which are the Federal Transit Administration's daytime and nighttime criteria to regulate general vibration impacts at affected residential uses.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Refer to the discussion under Noise threshold a), above. Noise-sensitive uses could be exposed to elevated noise levels from transportation sources; both roadway and railway sources. Mitigation Measure N-5 would reduce potential interior noise impacts to future noise-sensitive receptors below the thresholds. No significant and unavoidable impact would remain.

The Metro Blue Line railway is located within the Long Beach Boulevard right-of-way adjacent to the project site. The proposed project will prepare an acoustical report consistent with the requirements of Mitigation Measure N-5 as part of the building permit submittal process. In addition, the proposed residential and commercial uses on the project site would be required to be in compliance with the City's Municipal Code. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects the potential permanent increase in ambient noise levels is not required.

Mitigation Measure:

Mitigation Measure N-5 [Refer to Noise threshold a), above.]

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Noise from construction activities from implementation of development projects under the Midtown Specific Plan could result in substantial impacts to sensitive receptors.

Mitigation Measure N-1 would reduce potential noise impacts during construction to the extent feasible. However, due to the potential for proximity of construction activities to sensitive uses and potential longevity of construction activities, this impact (construction noise) would remain significant and unavoidable.

The construction contractor for the proposed project would be required to adhere to the requirements in Mitigation Measure N-1. During the Project's plan check phase Building Bureau personnel will verify compliance with Mitigation Measure N-1 during review of development plans, as conditioned. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects the potential temporary or periodic increase in ambient noise levels is not required.

Mitigation Measure:

N-1 Prior to issuance of demolition, grading and/or building permits for development projects accommodated by the Midtown Specific Plan, a note shall be provided on development plans indicating that ongoing during grading, demolition, and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:

- Construction activity is limited to the daytime hours between 7 AM to 7 PM on Monday through Friday and 9 AM to 6PM on Saturday, as prescribed in the City's Municipal Code. Construction is prohibited on Sundays.
- All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers.
- Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.
- Stockpiling is located as far as feasible from nearby noise-sensitive receptors.
- Construction traffic shall be limited to the haul routes established by the City of Long Beach.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The closest airport from the edge of the Midtown Specific Plan area is the Long Beach Airport, approximately 1.8 miles to the northeast. The Midtown Specific Plan area is outside the 60 CNEL contour for Long Beach Airport, and well outside the 65 CNEL contour for Los Angeles International Airport and the critical noise contours of the Goodyear Blimp Base and Compton Airport. Aircrafts overflights are sporadically heard, but do not cause a substantial noise impact in the vicinity of the Midtown Specific Plan area. The Long Beach Memorial Medical Center Heliport is located in the northern end of Midtown Specific Plan area. Other heliports in the project vicinity include St. Mary Medical Center (0.25 miles south), World Trade Center (1.1 miles southwest), and NAA Long Beach Port (1.3 miles south). However, operation of these heliports is sporadic and would not generate substantial amounts of noise to users in the Midtown Specific Plan Area. Noise impacts due to aircraft operations from airports and airstrips would not be significant.

The project site is approximately 2 miles southwest of the Long Beach Airport. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects of excessive noise levels for a project located within an airport land use plan or near a private airstrip is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Midtown Specific Plan Program EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan Program EIR	No Impact/ No Change to Midtown Specific Plan Program EIR
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Impact Area: Population and Housing

-- Would the Project:

- | | | | |
|---|-----------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | Less Than Significant | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | Less Than Significant | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | Less Than Significant | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- a) *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Buildout under the Midtown Specific Plan would result in an increase of approximately 4,195 residents over existing conditions. The Midtown Specific Plan would accommodate the development of up to 1,736 new residential units and result in an increase of approximately 2,787 new jobs within the Midtown Specific Plan area (and the City). The estimated growth in population, housing units, and employment due to buildout of the Midtown Specific Plan are within Southern California Association of Governments (SCAG) forecasts for these respective categories for the City of Long Beach by 2035. In addition, at buildout of the Midtown Specific Plan, the jobs-housing ratio for the City of Long Beach is estimated to be 0.98, the same as SCAG projects for the City in 2035. For these reasons, project-related population, housing, and employment growth are less than significant. No significant impact related to jobs-housing balance is anticipated to occur with implementation of the Midtown Specific Plan.

The proposed mixed-use project would provide additional housing units and commercial uses within the projected growth parameters of the Midtown Specific Plan. Therefore, the proposed project would not exceed the adopted population, housing, and employment growth forecasts analyzed in the Midtown Specific Plan Program EIR. Therefore, the

proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to population growth is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Implementation of the Midtown Specific Plan would gradually convert existing vacant land, auto-related businesses, and other land uses into several districts with land use types including transit-oriented mixed-use, medical use, and multifamily and single-family residential use. The Midtown Specific Plan permits mixed use within current residential areas, but does not require existing residential areas to convert to nonresidential areas. Buildout of the Midtown Specific Plan would result in an increase of approximately 1,700 dwelling units in the Specific Plan area over existing conditions, which currently consists of 1,959 dwelling units. Although these residential land uses may be redeveloped as Long Beach Boulevard is revitalized under the Specific Plan, the existing dwelling units would be allowed to remain within the Specific Plan area. Therefore, the Midtown Specific Plan would not lead to the displacement of a substantial number of existing housing or people. Impacts related to the displacement of housing and people was determined to be less than significant.

The project site is vacant and unimproved under existing conditions. No housing or people would be displaced with construction of the proposed mixed-use project. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to the displacement of housing and people is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Midtown Specific Plan Program EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan Program EIR	No Impact/ No Change to Midtown Specific Plan Program EIR
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Impact Area: Public Services

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

a) Fire protection?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Libraries?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Parks?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Implementation of the Midtown Specific Plan would increase the overall demand on fire protection and emergency services in the City. Additionally, the potential demand for additional personnel, equipment, and operational costs generated by the Midtown Specific Plan, would be funded and offset through the increased tax revenue generated from the additional development allowed under the Midtown Specific Plan. Individual development projects would be reviewed by the City and LBFD and would be required to comply with

the requirements in effect at the time building permits are issued, including the payment of the fire facilities impact fee, per Chapter 18.23 (Fire Facilities Impact Fees) of the City's Municipal Code. Payment of the Fire Facilities Impact Fee ensures that individual project applicant's pay their fair share of costs related to fire protection services and facilities. LBFD would also continue to be supported by Proposition H revenue, a per barrel tax on all oil producers in Long Beach; the City's General Funds; the City's Tidelands operation revenue; and other revenue sources such as paramedic fees, fire building plan and building checks, various state and federal grants, and private donations.

During the City's development review and permitting process, LBFD would review and approve individual development projects to ensure that adequate facilities, infrastructure, and access are provided to serve the needs of LBFD. Specific fire and life-safety requirements for the construction phase of future development projects that would be accommodated under the Midtown Specific Plan would be addressed at the building and fire plan check review stage for each development project. All development projects that would be accommodated under the Midtown Specific Plan would also be required to comply with the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of Long Beach, Los Angeles County, and the State of California. Implementation of the Midtown Specific Plan would not result in substantial adverse impacts related to fire protection and emergency services.

The proposed project would be required to pay the fire facilities impact fee, per Chapter 18.23. LBFD would review and approve the plans for the proposed project to ensure that adequate facilities, infrastructure, and access are provided to serve the needs of LBFD. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to impacts to fire protection services and facilities is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The Midtown Specific Plan at buildout would increase demands for police protection services in the Midtown Specific Plan area. During the construction and operation of the future development projects that would be accommodated under the Midtown Specific Plan, the need for police services is expected to grow due to the increase in population and workers and associated potential for additional crime and accidents.

LBPD indicated that the increase in demands on police services resulting from the Midtown Specific Plan would not adversely impact LBPD's existing resources. The increase in potential services needed would not require the construction of a new police station or improvements to the existing station that serves the Midtown Specific Plan area. Implementation of the Midtown Specific Plan is also not anticipated to significantly increase LBPD's response times to either to the Midtown Specific Plan area or the surrounding vicinity. The Midtown Specific Plan would occur in an area of the City already served by LBPD; therefore, the Midtown Specific Plan would not result in an expansion of LBFD's service area.

Furthermore, as development occurs in accordance with the Midtown Specific Plan, the City's General Funds would increase proportionally and would allocate additional funds to LBPd to hire and train additional police officers or administrative personnel. In addition, applicants of individual development projects would be required to pay police facilities impact fees in accordance with Chapter 18.22 (Police Facilities Impact Fees) of the City's Municipal Code, which would contribute to LBPd's funds to acquire, construct, and furnish new law enforcement facilities and purchase new equipment. Payment of the Police Facilities Impact Fee ensures that individual project applicant's pay their fair share of costs related to police protection services and facilities. LBPd would also continue to be supported by Proposition H revenue, a per barrel tax on all oil producers in Long Beach; the City's Tidelands operation revenue; and other revenue sources such as general grants (e.g., federal, state, and county grants). Implementation of the Midtown Specific Plan would not result in substantial adverse impacts related to police protection services.

The proposed project would be required to pay the fire facilities impact fee, per Chapter 18.22. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to impacts to police protection services and facilities is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Buildout of the Midtown Specific Plan would allow for up to 1,736 additional dwelling units, which would result in a population increase of 4,195 additional residents. The population increase would lead to an increase in student population, which in turn would add additional demand for LBUSD services and facilities.

LBUSD would have capacity to serve the additional 640 students that would be generated by the Midtown Specific Plan. Additionally, the need for additional services is addressed through compliance with the school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of impacts on school facilities in excess of fees set forth in Education Code Section 17620. These fees are collected by school districts at the time of issuance of building permits for commercial, industrial, and residential projects. Since all of future project-related development projects must pay their appropriate impact fees, each project would mitigate the impacts associated with its activities.

The proposed project includes residential units and would be required to pay the school impact fee assessment, per SB 50. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to impacts to school facilities is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Buildout of the Midtown Specific Plan has the potential to generate up to 4,179 new residents in the plan area (and City). The increased population would lead to increased demand for local library services; however, LBPL stated that additional resources and/or facilities are not needed to support future residents under the Midtown Specific Plan. Furthermore, LBPL would continue receiving funding for library facilities and resources through the City's General Fund and through library activities, such as fines, facility rentals, and passport photo/execution fees as well as grants and private donations, provided mainly by the Friends of the Long Beach Public Library and the Long Beach Public Library Foundation. Impacts from implementation of the Midtown Specific Plan on library services are not anticipated to be significant.

The proposed project would not exceed the development intensity for the project site permitted under the Midtown Specific Plan. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to impacts to library facilities is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Refer to the discussion in Recreation thresholds a) and b).

The proposed project will include 16,347 square feet of private and common open space to comply with the Midtown Specific Plan open space requirements, thereby increasing the amount of open space on the project site. An in-lieu park fee is not required for affordable housing projects pursuant to Long Beach Municipal Code Section 18.18.120.E. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to increases in the use of existing neighborhood and regional parks is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Midtown Specific Plan Program EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan Program EIR	No Impact/ No Change to Midtown Specific Plan Program EIR
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Impact Area: Recreation

-- Would the Project:

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

Less Than
Significant



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



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?

The Midtown Specific Plan would lead to an increase in the number of dwelling units within the Midtown Specific Plan area, which would lead to an increase in the demand of existing City park and recreational facilities. All new residential development that would be accommodated under the Midtown Specific Plan would be required to pay the parks and recreation facilities impact fees, which would be placed into the City's park fee account, and used solely and exclusively for the purpose of funding future park land acquisition and recreation improvements. Therefore, as residential development occurs in accordance with the Midtown Specific Plan, the City's park funds would also gradually increase and allow the City to acquire new parks or improve on existing parks and recreational facilities. Payment of the parks and recreation facilities impact fees would also help offset any impacts to existing parks and recreational facilities. Parkland dedication and/or the payment of in-lieu fees would ensure that significant impacts to existing parks and recreational facilities would not occur.

The proposed project will include 16,347 square feet of private and common open space to comply with the Midtown Specific Plan open space requirements, thereby increasing the amount of open space on the project site. An in-lieu park fee will be required per the conditions of approval and the Midtown Specific Plan Program EIR to off-set the lack of parkland space. Therefore, the proposed project would be consistent with the findings

included in the Midtown Specific Plan Program EIR, and further study of effects related to increases in the use of existing neighborhood and regional parks is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- 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?*

The Midtown Specific Plan includes an 18-acre Open Space District within the Midtown Specific Plan area, which identifies areas reserved for community and mini parks, and creates space for new parklets (small street parks) along Long Beach Boulevard. Future park developments within the Midtown Specific Plan area would also be required to adhere to the development standards and design guidelines of the Midtown Specific Plan. As noted above, all new residential development that would be accommodated under the Midtown Specific Plan would be required to pay the parks and recreation facilities impact fees outlined in Chapter 18.18 (Park and Recreation Facilities Fee) of the City's Municipal Code. Payment of the parks and recreation facilities impact fees would help offset any impacts to existing parks and recreational facilities. For these reasons, the Midtown Specific Plan would not result in significant impacts relating to new and/or expanded parks and recreational facilities.

The proposed project will include 15,853 square feet of private and common open space to comply with the Midtown Specific Plan open space requirements, thereby increasing the amount of open space on the project site. As an affordable housing project an in-lieu park fee will not be required as they are exempt from paying this fee. However, the project will construct the first on-street parklet within the Midtown Specific which is consistent with the Plan and the Program EIR to off-set the lack of parkland space. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to the construction or expansion of recreational facilities is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Midtown Specific Plan Program EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan Program EIR	No Impact/ No Change to Midtown Specific Plan Program EIR
Impact Area: Transportation/Traffic			
-- Would the Project:			
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Less Than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?*

The Midtown Specific Plan would generate additional vehicular travel in the study area. However, given the mixed-use nature of the Midtown Specific Plan area, the Midtown Specific Plan would not generate traffic in a similar manner as traditional development sites.

The trip generation and trip distribution estimates developed for the Midtown Specific Plan were assigned to the study area roadway network by district. Traffic conditions were evaluated for Existing (2014) and Cumulative Year (2035) Without and With Project scenarios.

Under existing (2014) with project conditions, the addition of project traffic would degrade operations from LOS D to LOS E in the PM peak hour at the intersection of Atlantic Avenue and Spring Street. According to the significance criteria described previously, this would be a significant impact. Under cumulative year (2035) with project conditions, the addition of project traffic would degrade operations at six intersections listed below, resulting in unacceptable LOS. According to the significance criteria described previously, this would be a significant impact. Mitigation Measures TRAF-1 and TRAF-2 identified above would reduce potential impacts associated with transportation and traffic to a level that is less than significant at all intersections. Therefore, with implementation of these mitigation measures no significant unavoidable traffic impacts would occur.

Individual development projects that would be accommodated under the Midtown Specific Plan would be reviewed by the City and would be required to comply with the requirements in effect at the time building permits are issued, including the payment of the transportation improvement fee, per Chapter 18.17 (Transportation Improvement Fee) of the City's Municipal Code. Per Chapter 18.17, a transportation improvement fee is imposed on new development in the City for the purpose of assuring that the transportation level of service goals of the City as set forth in the traffic mitigation program are met with respect to the additional demands placed on the transportation system by traffic generated from such development.

According to the *Traffic Memorandum* prepared for the proposed project (Kimley Horn, September 2017) determined that the addition of project-related traffic to the adjacent intersection of Long Beach Boulevard and 19th Street would not cause any significant impacts. Therefore, the proposed project has satisfied the requirements of Mitigation measure TRAF-1. Mitigation Measure TRAF-2 in the Midtown Specific Plan Program EIR project applicants/developers shall make fair-share payments to the City of Long Beach toward construction of transportation improvements. The project applicant would be required to pay the fair-share payment prior to issuance of occupancy permits. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to the traffic impacts is not required.

Mitigation Measures:

- TRAF-1 As part of the subsequent environmental review for development projects that would be accommodated by the Midtown Specific Plan, a site-specific traffic study shall be prepared by the project applicant/developer to evaluate the project's potential traffic and transportation impacts and to identify specific improvements, as deemed necessary, to provide safe and efficient onsite circulation and access to the Midtown Specific Plan area.
- TRAF-2 Prior to issuance of occupancy permits for development projects that would be accommodated by the Midtown Specific Plan, project applicants/developers shall make fair-share payments to the City of Long Beach toward construction of the traffic improvements listed below. The following traffic improvements and facilities are necessary to mitigate impacts of the Midtown Specific Plan and shall be included in the fee mechanism(s) to be determined by the City of Long Beach:

Existing (2014) With Project Improvements

- Atlantic Avenue and Spring Street: Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. The intersection is currently built out to capacity and would require right-of-way acquisition by the City of Long Beach.

Cumulative Year (2035) With Project Improvements

- Long Beach Boulevard and Spring Street: Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 74-foot cross section of Long Beach Boulevard, this improvement could be completed with restriping of the approach.
- Pacific Avenue and Willow Street: Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 74-foot cross section of Long Beach Boulevard, this improvement could be completed with restriping of the approach.
- Atlantic Avenue and Willow Street: Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 50-foot cross section of Atlantic Avenue, this improvement could be completed with restriping of the approach.
- Atlantic Avenue and Spring Street: Improve the southbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Implementation of this improvement also requires improving the southbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. The intersection is currently built out to capacity and would require right-of-way acquisition by the City of Long Beach.

- Atlantic Avenue and 27th Street: Construct a traffic signal at the intersection.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- 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?*

There are no CMP intersections in the study area, the nearest CMP intersection is Pacific Coast Highway at Alamitos Avenue/Orange Avenue, approximately 1,000 feet east from the Midtown Specific Plan area. The CMP intersection is currently operating at LOS B during the AM peak hour and C during the PM peak hour. As also shown in the table, the CMP analysis at the intersection of Pacific Coast Highway and Alamitos Avenue/Orange Avenue was conducted for four traffic conditions. The intersection of Pacific Coast Highway and Alamitos Avenue/Orange Avenue would operate at LOS C or better during both peak hours under all four traffic conditions. Therefore, the Midtown Specific Plan would not result in this CMP-designated intersection to exceeding the congestion management agency service standards.

The proposed project would not exceed the development intensity for the project site permitted under the Midtown Specific Plan. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to level of service established by county congestion management agency for designated roads/highways is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- 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?*

The Midtown Specific Plan area is not within an airport land use plan. However, the plan area is within two miles of the Long Beach Airport. The Midtown Specific Plan would not cause a change in the directional patterns of aircraft of the Long Beach Municipal Airport. Implementation of the Specific Plan would result in less than significant impacts.

The proposed project would not exceed the development standards for the project site permitted under the Midtown Specific Plan. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to changes in air traffic patterns is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

At project completion, improvements to Long Beach Boulevard would improve vehicular, pedestrian and bicycle mobility in the project areas. Future development under the Specific Plan roadway and circulation improvements would be required to adhere to the City's Standard Engineering Plans and LBFD's design standards, as well as those outlined

in the Midtown Specific Plan, which would be imposed on project developments by the City and LACFD during the building plan check and development review process. Compliance with these established and proposed design standards would ensure that hazards due to design features would not occur.

The proposed mixed-use project does not propose to alter existing street patterns. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to hazards due to a design feature or incompatible uses is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

e) Would the project result in inadequate emergency access?

The traffic and circulation and circulation components of the Midtown Specific Plan would be designed and constructed in accordance with all applicable LBFD design standards for emergency access (e.g., minimum lane width and turning radius). Future development projects under the Specific Plan would also be required to incorporate all applicable design and safety requirements as set forth in the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of the City and LBFD, such as those outlined in Chapter 18.48 (Fire Code) of the City's Municipal Code, which incorporates by reference the 2013 California Fire Code. Compliance with these codes and standards is ensured through the City's and LBFD's development review and building permit process. Impacts on emergency access would be less than significant.

LBFD will review and approve the plans for the proposed project to ensure that adequate access is provided to serve the needs of LBFD. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to impacts to emergency access is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The Midtown Specific Plan would enhance pedestrian facilities throughout the Midtown Specific Plan area through the widening of sidewalks, improved intersection crossings, enhanced lighting and landscaping along the corridor, and implementation of bicycle lanes, which would enhance pedestrian safety. The Midtown Specific Plan also includes the closure of thru traffic on a few low volume roadway segments that intersect with Long Beach Boulevard to create parklets.

The Midtown Specific Plan includes recommendations for an improved Class III or IV bikeway and bike boxes along Long Beach Boulevard where and when feasible. Bicycle improvements along Long Beach Boulevard will be determined in the City's Bicycle Master Plan Update. Furthermore, under the Midtown Specific Plan, three transit nodes would be created within the Midtown Specific Plan area to support the three existing Metro stations along the corridor and foster transit-oriented development around them. Transit improvements for the Metro stations would include installation of bike racks to help riders' first and last mile, and pedestrian and bicycle access would be improved.

The proposed mixed-use project would support adopted policies for providing alternative transportation modes by including bicycle racks. Additionally, the project site is serviced by the Metro Blue Line on Long Beach Boulevard. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to conflicts with adopted policies, plans, or programs supporting alternative transportation is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Midtown Specific Plan Program EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan Program EIR	No Impact/ No Change to Midtown Specific Plan Program EIR
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Impact Area: Tribal Cultural Resources

-- Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, that is:

- a) Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historic resources as defined in Public Resources Code Section 5020.1(k)?
- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than
Significant With
Mitigation



Less Than
Significant With
Mitigation



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

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision

There is currently one building (Packard Motors at 205 Anaheim Street) within the plan area designated as a Long Beach Historic Landmark and there are many other buildings that are more than 50 years old that merit evaluation as potentially significant resources. However, the site of the proposed mixed-use project which is currently vacant but was previously developed. It and is not included the list of or properties determined to be potential significant resources (Table 5.3-2).

Mitigation Measure CUL-1 Future development or redevelopment projects on any of the properties listed in Table 5.3-2 (List of Properties in the Midtown Specific Plan Area Recommended for Future Evaluation) of the Midtown Specific Plan EIR (SCH No. 2015031034) shall require that an intensive-level historical evaluation of the property be conducted by the property owner or project applicant/developer; the evaluation shall be conducted in accordance with all applicable federal, state and local guidelines for evaluating historical resources. If based on the evaluation of the property it is determined that the proposed development or redevelopment project will have a substantial adverse effect on a historical resource (i.e. it would reduce its integrity to the point that it would no longer be eligible for inclusion in the California Register of Historical Resources or in the list of Long Beach Landmarks), then the provisions of Mitigation Measure CUL-2 shall be implemented by the property owner or project applicant/developer to eliminate or reduce the project's impact on historical resources (Table 5.3-1).

Mitigation Measure CUL-2 If based on the intensive-level historical evaluation of a property listed in Table 5.3-2 (List of Properties in the Midtown Specific Plan Area Recommended for Future Evaluation) of the Midtown Specific Plan EIR, as required under Mitigation Measure CUL-1, it is determined that the proposed development or redevelopment project will have a substantial adverse effect on a historical resource, the City of Long Beach shall require the property owner or project applicant/developer to implement the Rehabilitation According to the Secretary of the Interior's Standards as detailed further in the Mitigation Measure CUL-2 in the Program EIR.

(c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The Midtown Specific Plan Program EIR did not include a separate Section specifically devoted to Tribal Cultural Resources as it wasn't a part of the environmental. Changes to the Office of Planning Research amended to Appendix G in September 27, 2016 following the June 14, 2016 certification of the Midtown Specific Plan Program EIR.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Midtown Specific Plan Program EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan Program EIR	No Impact/ No Change to Midtown Specific Plan Program EIR
Impact Area: Utilities and Service System			
-- Would the Project:			
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Less Than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Less Than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less Than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Midtown Specific Plan Program EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan Program EIR	No Impact/ No Change to Midtown Specific Plan Program EIR
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**Impact Area:
Utilities and Service System**

-- Would the Project:

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

h) Would increase demand for other public services or utilities.

Less Than
Significant



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

The Midtown Specific Plan would not permit land uses requiring treatment other than that provided at municipal wastewater treatment plants, such as large manufacturing or agricultural operations. The Los Angeles County Sanitation District (LACSD) treats the City's wastewater at the Joint Water Pollution Control Plant (JWPCP) and the Long Beach Water Reclamation Plant. Individual projects developed pursuant to the Midtown Specific Plan would be subject to an LACSD connection fee when they are hooked up to a sewer line and would be required to comply with LARWQCB requirements governing discharges to municipal storm drainage systems. LARWQCB requirements include those requiring preparation and implementation of water quality management plans (WQMP) and implementation of BMPs. Therefore, no adverse impact would occur.

The proposed project would not exceed the development intensity for the project site permitted under the Midtown Specific Plan. The project applicant would be required to pay an LACSD connection fee when the mixed-use development is hooked up to a sewer line and would be required to comply with LARWQCB requirements governing discharges to municipal storm drainage system. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to wastewater treatment requirements is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Wastewater from the Midtown Specific Plan area is treated at LACSDS's JWPCP. The residual capacity at the JWPCP is more than adequate to accommodate the net increase in wastewater generation from development that would be accommodated by the Midtown Specific Plan. Therefore, the Midtown Specific Plan would not require construction of new or expanded wastewater treatment facilities.

Implementation of the Midtown Specific Plan would require the reconfiguration of the onsite private sewer system to support the development projects within each area of the Midtown Specific Plan area; additionally, development within the Midtown Specific Plan area would require upsizing of several key City sewer lines within the Midtown Specific Plan area to maintain required conformance with sewer design criteria.

Furthermore, new residential and commercial development that would be accommodated by the Midtown Specific Plan would be required to pay a sewer capacity fee required under Part 18 (Sewer Capacity Charge) of the Rules, Regulations, and Charges approved by the Long Beach Board of Water Commissioners in 2011. All development projects within the Midtown Specific Plan area would require "Will Serve" letters from the Sanitation Districts, in which project specific flows will be further evaluated by the Sanitation Districts. To ensure sufficient capacity within the trunk sewer lines, the Sanitation Districts would review individual developments projects that would be accommodated by the Midtown Specific Plan in order to determine whether or not sufficient trunk sewer capacity exists to serve each development project and if the Sanitation Districts facilities will be affected by the development project. This would be accomplished through the Sanitation Districts "Will Serve" letter process. Since the "Will Serve" letter process is not a standard City requirement for development projects, it has been added as mitigation at the end of this section.

The proposed project would not exceed the development intensity for the project site permitted under the Midtown Specific Plan. The project applicant would be required to pay an LACSD connection fee when the mixed-use development is hooked up to a sewer line and would be required to comply with LARWQCB requirements governing discharges to municipal storm drainage system. In a letter dated May 30, 2017 from the LACSD the expected average wastewater flow from the proposed project is 18,720 gallons per day. In addition, the letter satisfies the requirement to provide a "Will Serve" letter from LACSD for the project. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to the construction of new water or wastewater treatment facilities is not required.

Mitigation Measures:

- USS-1 Prior to the issuance of grading permits for individual development projects that would occur within the Midtown Specific Plan area and in lieu of implementing the sewer line replacement and upsizing improvements outlined in the Infrastructure Technical Report for Hydrology, Sewer, Water, and Water Quality prepared by Fuscoe Engineering (dated July 1, 2015), the project applicant/developer shall submit a site-specific sewer flow monitoring study to provide a more detailed analysis of the true sewer flow depths over time to determine if the potential for surcharge conditions would occur due to project development. The sewer flow monitoring study may indicate that there is sufficient capacity for the sewer lines identified in the Infrastructure Technical Report, as well indicate that they are above the

design criteria (>0.75 d/D); and thereby, conclude that the replacement and upsizing improvements are not necessary. The sewer flow monitoring study shall be submitted to the City of Long Beach Development Services Department for review and approval.

- USS-2 Prior to the issuance of grading permits for individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant/developer shall provide evidence to the City of Long Beach Development Services Department that the development project has been reviewed by the County Sanitation Districts of Los Angeles County (Sanitation Districts) and that a "Will Serve" letter has been issued by the Sanitation Districts. The "Will Serve" letter process is necessary in order to determine whether or not sufficient trunk sewer capacity exists to serve each development project and if the Sanitation Districts facilities will be affected by the development project.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- c) *Would the project 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?*

Refer to the discussion in Hydrology and Water Quality thresholds d) and e).

The project applicant will submit a sewer flow monitoring test to the City of Long Beach Development Services Department at the time that building plans are submitted for plan check. The proposed project would be required to comply with all applicable regulations with regard to runoff and discharge. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of potential effects related to alteration of the existing drainage pattern of the site or area is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Buildout under the Midtown Specific Plan is estimated to increase water demands in the plan area. LBWD forecasts that it will have sufficient water supplies to meet estimated water demands from buildout of the Midtown Specific Plan.

Individual development projects that would be accommodated by the Midtown Specific Plan would be required to comply with the water-efficient landscape requirements outlined in the Section 21.42.035 (Special Requirements for Water Efficient Landscaping) of the City's Municipal Code and comply with the LID standards of Chapter 18.74 (Low Impact Development Standards) of the City's Municipal Code. Future development that would be accommodated by the Midtown Specific Plan would also be required to comply with the provisions of the most current (2013) California Green Building Standards Code

(CALGreen; adopted by reference in Chapter 18.47 [Green Building Standards Code] of the City's Municipal Code).

Under proposed conditions, it is also anticipated that the majority of existing onsite water lines within private parcels would be removed and replaced with new water lines based on the proposed building configuration and type of development proposed for each parcel. The new water lines would be implemented as needed to better serve the individual development projects that would be accommodated by the Midtown Specific Plan. Based on the preceding, no significant impacts to water distribution systems are anticipated to occur.

The proposed project would not exceed the development intensity for the project site permitted under the Midtown Specific Plan. The project applicant would be required to comply with all water-efficient landscape, LID, and building code requirements adopted by the City. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to water supplies is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Refer to Utilities and Service System threshold b).

The proposed project would not exceed the development intensity for the project site permitted under the Midtown Specific Plan. The project applicant would be required to pay an LACSD connection fee when the mixed-use development is hooked up to a sewer line. In a letter dated May 30, 2017 from the LACSD the expected average wastewater flow from the proposed project is 18,720 gallons per day. In addition, the letter satisfies the requirement to provide a "Will Serve" letter from LACSD for the project. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to the wastewater treatment capacity is not required.

Mitigation Measures:

Mitigation Measures USS-1 and USS-2 [Refer to Utilities and Service System threshold b)].

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The five landfills that serve Long Beach have adequate landfill capacity in the region for the estimated project-generated 19.2 tons of solid waste. Buildout under the Midtown Specific Plan would not require new or expanded landfill facilities. In addition, portions of the 19.2 tons of solid waste per day would be processed at the Southeast Resource

Recovery Facility and recycled or incinerated to generate electricity, or be sorted at Potential Industries for re-selling of recyclable materials.

Additionally, individual development projects that would be accommodated by the Midtown Specific Plan would be required to adhere to the provisions of Chapter 18.67 (Construction and Demolition Recycling Program) of the City's Municipal Code, which requires that certain categories of projects divert at least 60 percent of construction and demolition waste from landfills, through reuse or recycling. Furthermore, Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the 2013 California Green Building Standards Code (CALGreen; incorporated by reference in Chapter 15.22 [Green Building Standards Code] of the City's Municipal Code) requires that at least 50 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Development that would be accommodate by the Midtown Specific Plan would be required to adhere to the waste reduction and recycling provisions of the CALGreen Code, which would be ensured through the City's development review and building plancheck process. Impacts on solid waste disposal capacity are not anticipated to be significant.

The proposed project would not exceed the development intensity for the project site permitted under the Midtown Specific Plan. The proposed project would be required to comply with all Municipal Code and CALGreen Code requirements for diversion, recycle, and reuse. Planning staff will coordinate with Building Bureau officials during the Project's plan check phase to verify compliance with waste management, recycling and disposal of household waste. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to solid waste disposal capacity is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

As of 2006, the City of Long Beach was exceeding its waste diversion rate of 50 percent by an additional 19 percent. Future development under the Midtown Specific Plan would be required to comply with laws and regulations governing solid waste, and no adverse impact would occur.

The proposed project would not exceed the development intensity for the project site permitted under the Midtown Specific Plan. The proposed project would be required to comply with federal, state, and local statutes and regulations governing solid waste. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to federal, state, and local statutes and regulations related to solid waste is not required.

h) Would increase demand for other public services or utilities.

Electricity

Buildout under the Midtown Specific Plan would create a net increase in electricity demand, which is well within SCE's systemwide net increase in electricity supplies of approximately 13,400 GWH annually over the 2012-2024 period. Therefore, there are sufficient planned electricity supplies in the region for the estimated net increase in

electricity demands, and buildout under the Midtown Specific Plan would not require expanded electricity supplies.

Additionally, plans submitted for building permits of development projects that would be accommodated by the Midtown Specific Plan would be required to include verification demonstrating compliance with the 2013 Building and Energy Efficiency Standards and are also required to be reviewed and approved by the City of Long Beach Public Utilities Department prior to issuance of building permits. Development projects that would be accommodated by the Midtown Specific Plan would also be required adhere to the provisions of the CALGreen Code, which established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.

Natural Gas

Buildout under the Midtown Specific Plan would generate a net increase in natural gas demands of approximately 33.5 million kBtu annually. The forecast net increase in natural gas demands due to buildout under the Midtown Specific Plan is well within City forecasts of natural gas supplies, and therefore, would not require the City to obtain new or expanded natural gas supplies.

The proposed project would not exceed the development intensity for the project site permitted under the Midtown Specific Plan. The proposed project would be required to comply with energy efficiency standards and the CALGreen Code. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to electricity and natural gas demand is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

2.0 Conclusion

Based on the analysis included in this Environmental Compliance Checklist and in accordance with CEQA Guidelines section 15183, the proposed project has been analyzed and the lead agency has determined that the project would not result in new environmental impacts not identified in the Midtown Specific Plan Program EIR. The proposed project would not meet the provisions of Section 15162 of the *CEQA Guidelines* that require subsequent environmental review.