



Environmental Compliance Checklist for
the Midtown Specific Plan Program Environmental Impact Report

1400 Long Beach Blvd.
Application No. 1708-03 (SPR17-065, TTM17-004)

May 2018

Prepared by:

City of Long Beach
Department of Development Services
Planning Bureau

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PROJECT DATA

Project Title

LB at 14th Mixed-Use Project

Lead Agency Name and Address

City of Long Beach
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Contact Person and Phone Number

Scott Kinsey, AICP, Planner IV
(562) 570-6194

Project Location

1400 Long Beach Blvd.
Lots 1, 2, 3, & 4 of Block 12, Townsend & Robison Tract, and
Lots 10, 12, & 14, Block 1, of Eno & Varney Tract
City of Long Beach, County of Los Angeles, California.

Project Sponsor's Name and Contact Information

Long Beach Square Partners, LLC
c/o Rick Scott
32823 Temecula Parkway
Temecula, CA 92592
(951) 252-8133

Preparation of this Compliance Checklist

City of Long Beach Staff

Scott Kinsey, AICP
Planner IV
(562) 570-6461

Carrie Tai, AICP
Current Planning Officer

Required Project Approvals and Public Agencies Whose Approval is Required

The proposed project would require the following discretionary entitlement approvals by the approval body indicated in parentheses:

- Site Plan Review (Planning Commission)
- Tentative Tract Map (Planning Commission)

Incorporation by Reference

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

- Midtown Specific Plan (SP-1), as amended (June 2016)
- Midtown Specific Plan Environmental Impact Report (March 2016) (State Clearinghouse No. 2015031034) and subsequent addenda, including the Mitigation Monitoring and Reporting Program (MMRP).
- Traffic Memorandum prepared by Fehr & Peers dated April 5, 2018 (Attached as Appendix A)

PROJECT INFORMATION, SETTING, AND CEQA HISTORY

General Plan

The proposed LB at 14th Mixed-Use Project is located in the Land Use District (LUD) No. 7 – Mixed Uses District of the City of Long Beach General Plan. LUD No. 7 allows a blending of uses to create a synergistic effect—in this case, residential and neighborhood-serving commercial. LUD No. 7 intends for land use controls and design and development standards to be contained in a planned development district ordinance or specific plan; in this case, said standards are part of the Midtown Specific Plan (SP-1).

Zoning

The project is located within the Midtown Specific Plan (SP-1), a specific plan for Long Beach Blvd. between Downtown Long Beach and the San Diego Freeway (I-405). SP-1 allows dense multifamily residential and mixed-use commercial at the subject site.

Project Description

The proposed project at 1400 Long Beach Blvd. consists of a four-story-plus-mezzanine residential building with 65 for-sale dwelling units, and approximately 2,100 square feet of ground-floor commercial space, on a 49,434-sq. ft. (1.136-acre) site. The project achieves a density of 57.2 units per acre, and has a total of 68,888 sq. ft. of residential space. A variety of one-, two-, and three-bedroom unit plans are provided, ranging from 720 sq. ft. to 1,705 sq. ft. A total of 90 parking stalls are provided at-grade, consisting of 36 garage stalls, 32 covered carport stalls, and 22 open stalls, with 24.4% of all parking stalls provided as compact (8' x 15') instead of standard (8'-6" x 18'). The proposed building is entirely Type V wood construction, with four main stories and an additional mezzanine/loft level for the top-floor units. Total building height is 60 feet. 3,450 sq. ft. of common/shared residential open space is provided, and a total of 5,842 sq. ft. of private open space is provided, averaging 143 sq. ft. per unit.

The project also will include the construction of the parklet/streetlet identified by the Midtown Specific Plan for 14th Street, from the eastern edge of Long Beach Boulevard to the southerly prolongation of the eastern property line of the project site. The Midtown Specific Plan describes the plan's parklets as "provid[ing] much-needed active and passive open spaces for neighborhoods along Long Beach Boulevard to promote an active lifestyle, community gardening, art, and safe places for children and other residents." The parklet/streetlet will involve the closure of 14th Street to vehicular traffic, with the installation of hardscape and landscape amenities from property line to property line across the width of the closed right-of-way. The parklet/streetlet may also include vehicular protection hardware such as bollards where the parklet/streetlet abuts Long Beach Boulevard and the portion of 14th Street open to vehicular traffic.

Surrounding Land Uses and Setting

The project site is located on the northeast corner of Long Beach Blvd. and 14th St. An existing 16-foot-wide alley runs north-south on the eastern edge of the project site. This alley will be widened by a two-foot dedication of property from the project site. Long Beach Blvd. is a major north-south street, and Anaheim St. is the nearest major east-west street, located one block south of the project site. The Long Beach Freeway (I-710) is located one mile west of the project site via Anaheim St., and Pacific Coast Hwy. (SR-1) is 2,200 feet to the north via Long Beach Blvd. Access to the San Diego Freeway (I-405) is approximately 2.3 miles north, via either Long Beach Blvd. or Atlantic Ave. The Metro Blue Line (operated by the Los Angeles County Metropolitan Transportation Authority), a regional light rail line connecting Long Beach to downtown Los Angeles, has a stop immediately south of Anaheim St., approximately 500 feet south of the project site. The tracks of the Metro Blue Line run down the center of Long Beach Blvd., directly adjacent

to the project site. The Metro Blue Line runs with weekday headway times of approximately 12 minutes between trains.

The project site currently is developed with surface parking lots and one-story buildings that house auto repair and moving truck rental uses. Additionally, a small two-story, four-unit multifamily residential building is located at the southeastern corner of the project site abutting the alley, addressed as 317–323 E. 14th St. Uses across the alley to the east are made up of multifamily residential in a mixture of building types. More auto repair and auto-related uses are located on parcels directly north of the project site and across Long Beach Blvd. to the west. An empty lot of 49,760-sq. ft. is located on the northwest corner of Long Beach Blvd. and 14th St., which is directly west of the southern half of the project site. A multifamily residential building is located across 14th St. to the southeast, while an auto parts retail store and parking lot are located across 14th St. directly south of the project site. A bar and a beauty salon are located across Long Beach Blvd. and 14th St. to the southwest of the project site. Across Long Beach Blvd. to the west, 14th St. splits into a northern and southern alignment of one lane each, separated by a 60-foot-wide strip of property that runs the length of each block for five blocks to the west. Some or all of this property is being acquired by the City and is planned to be developed into a City park.

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Figure 5. Midtown Specific Plan Land Use Map. p. 10.

History of CEQA Review for Midtown Specific Plan

In January 2016, the City prepared a Draft Environmental Impact Report (EIR) for the Midtown Specific Plan (State Clearinghouse No. 2015031034), and circulated the EIR for public review. In March 2016, a Final EIR was prepared and certified by the City Council. The City was the public agency which had the principal responsibility for carrying out or approving the Midtown Specific Plan, and as such was the “Lead Agency” under the California Environmental Quality Act (CEQA) (*State CEQA Guidelines*, Section 15367).

This document is a compliance checklist to evaluate the environmental impacts associated with Application No. 1708-03 (SPR17-065, TTM17-004), located at 1400 Long Beach Blvd., to construct a four-story-plus-mezzanine 65-unit for-sale residential project, with approximately 2,100 square feet of ground-floor commercial space, and 90 parking stalls (the “Project”), located in the Midtown Specific Plan (SP-1), Subarea 7, Transit Node High district, zoning symbol SP-1-TN.

Assumptions included in the Midtown Specific Plan EIR for the Project Site

The Project is located with the Transit Node High district in Subarea 7 of the Midtown Specific Plan (SP-1). The Transit Node High (TN) district allows for increased development intensity and height due to proximity to regional light rail and bus transit, and allows mixed-use residential and commercial development.

The Midtown Specific Plan assumes that at plan buildout, there will be 3,619 dwelling units and 2,997,265 sq. ft. of commercial floor area constructed across the entire Specific Plan area.

Figures

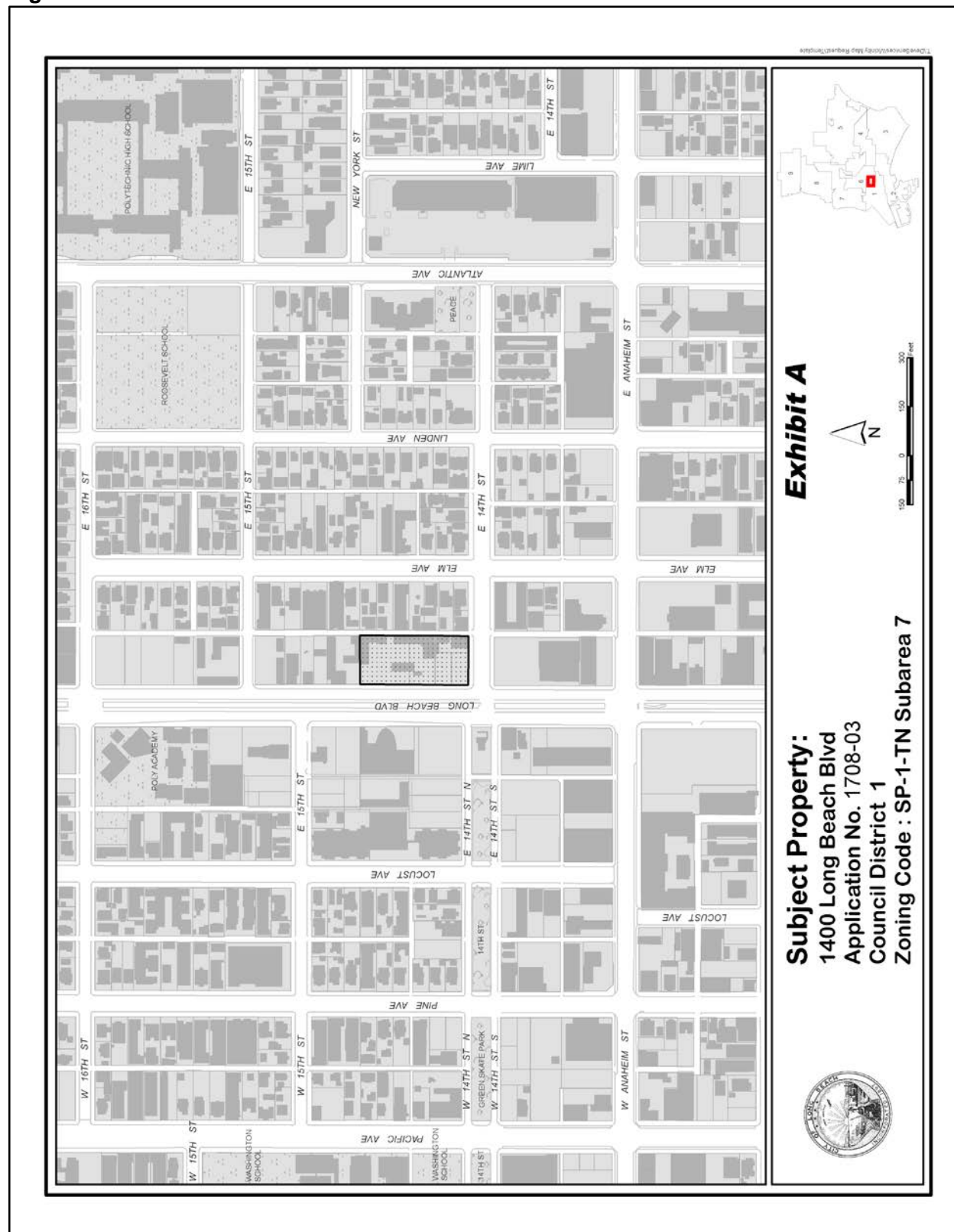


Figure 1. Vicinity Map.

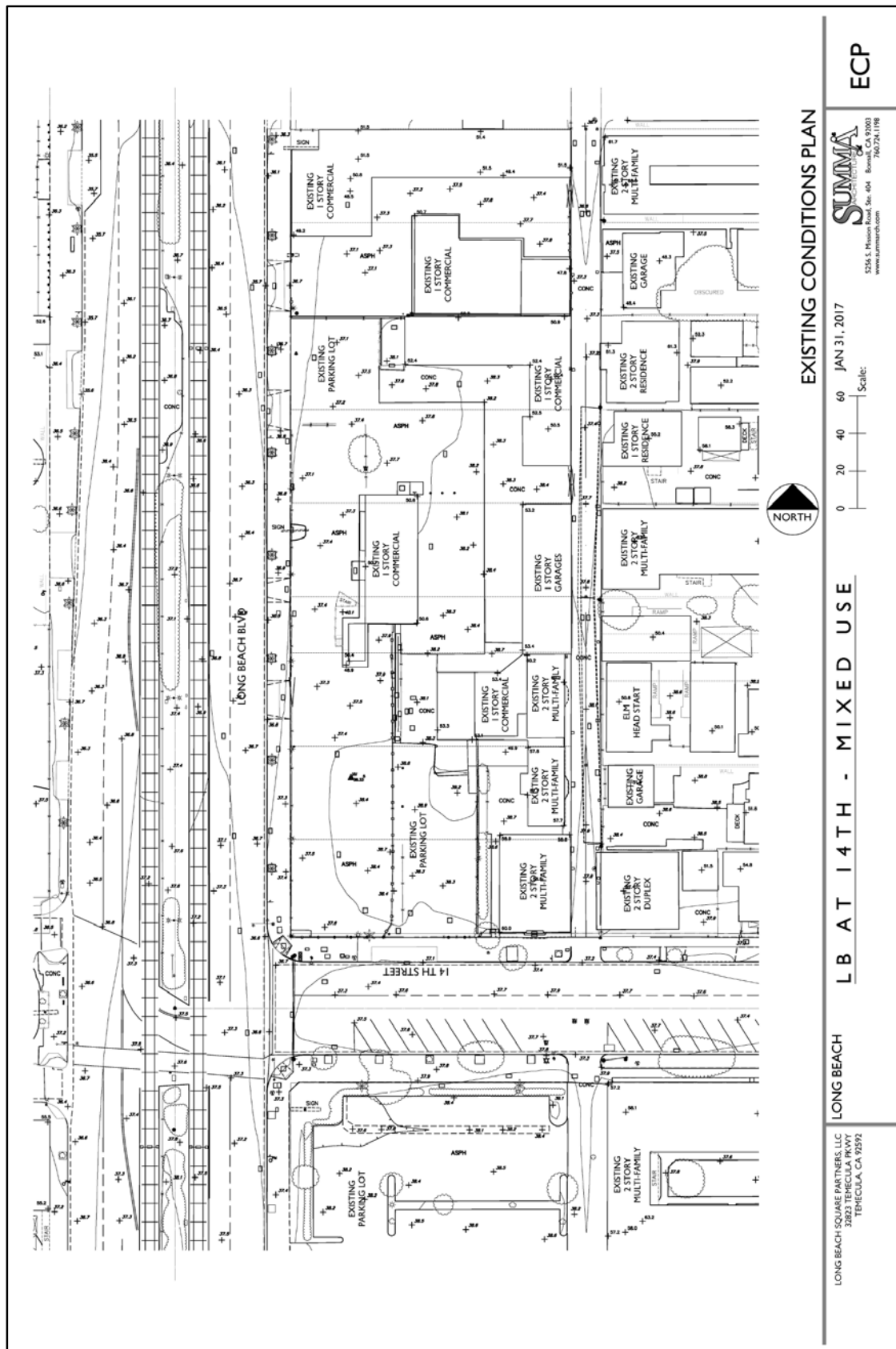
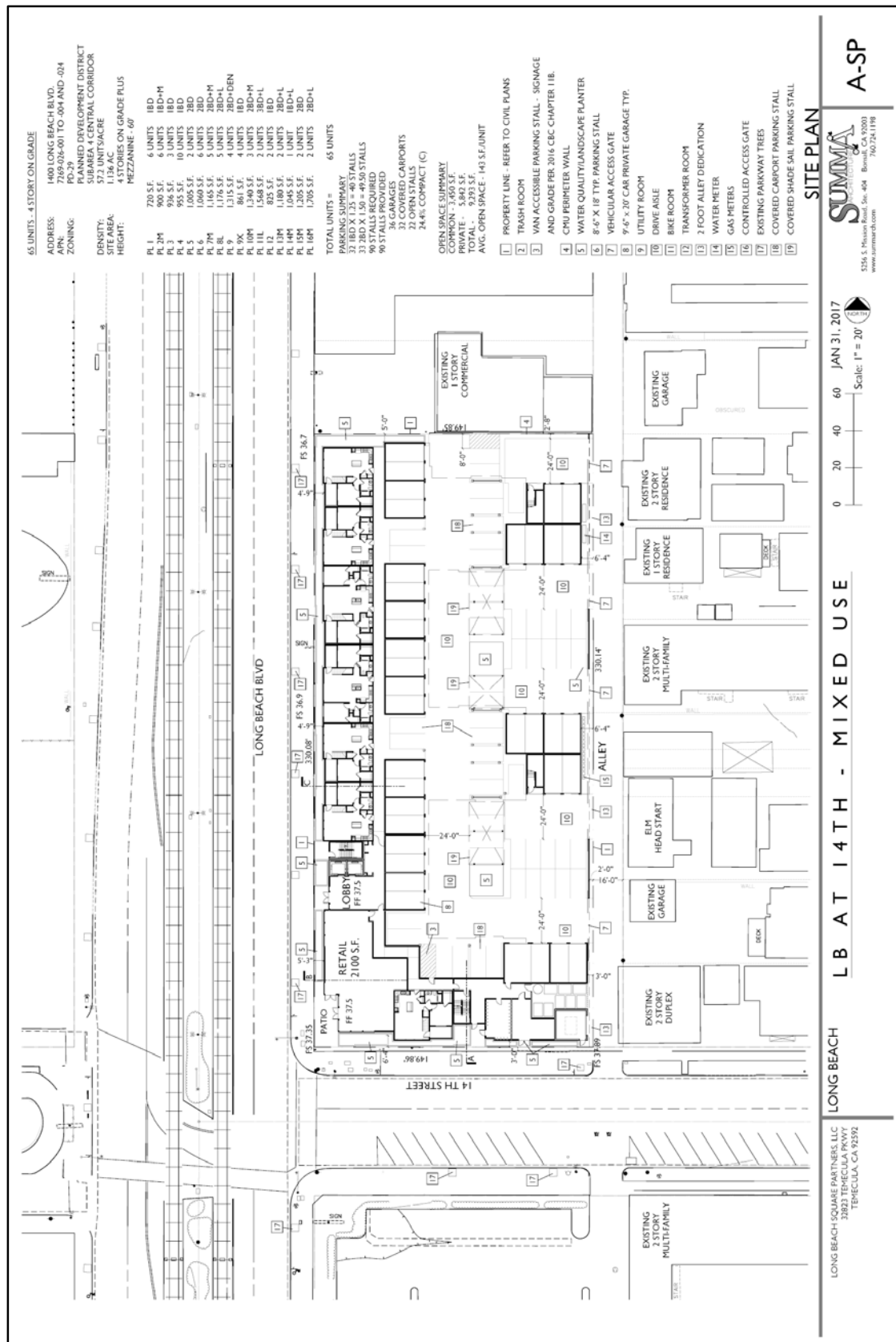


Figure 2. Existing Site Plan.

Figure 3. Proposed site plan.



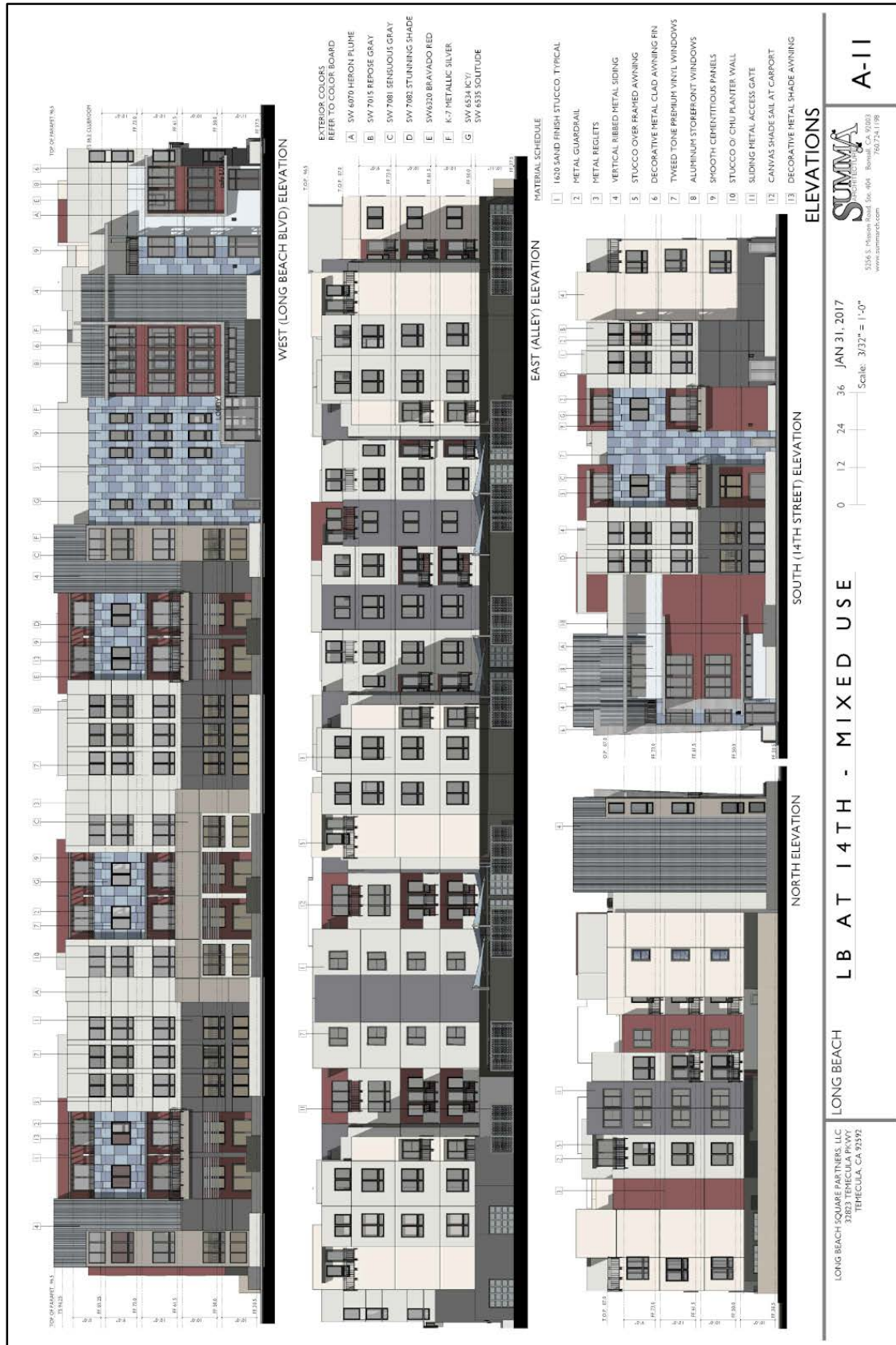


Figure 4. Proposed building elevations.

Environmental Compliance Checklist for the Midtown Specific Plan Program EIR
1400 Long Beach Blvd.

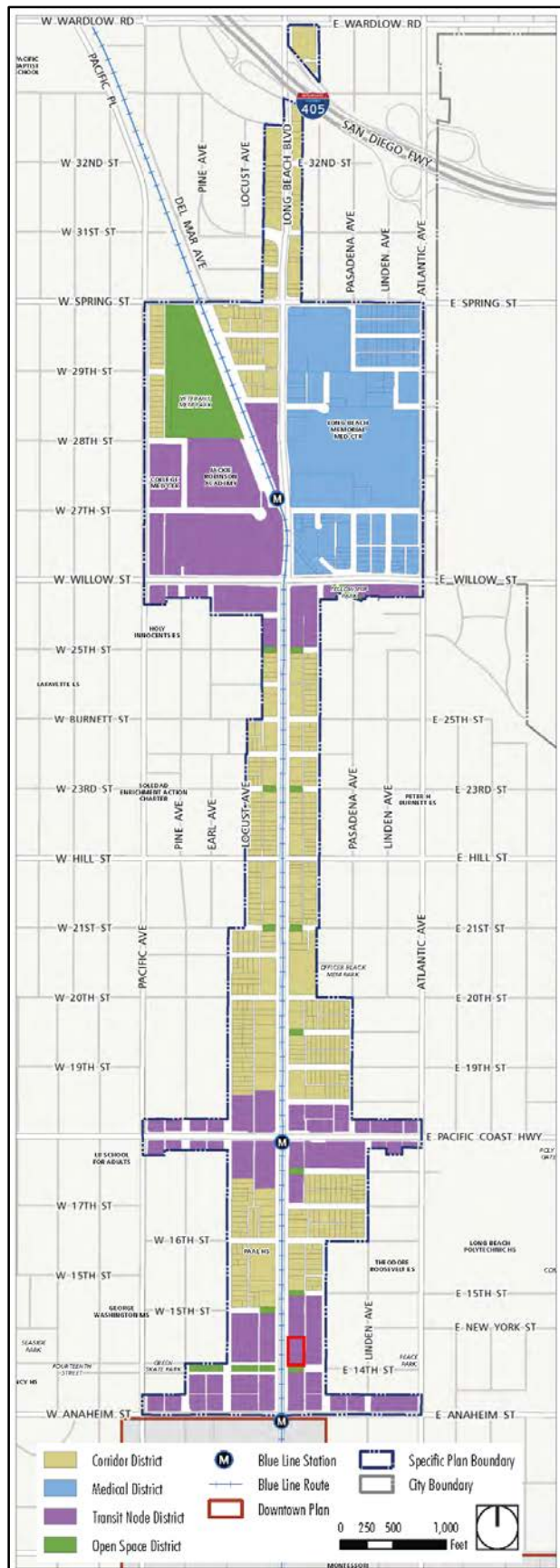


Figure 5. Midtown Specific Plan Land Use Map.

DETERMINATION

On the basis of this compliance checklist:

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



Scott Kinsey, AICP
Planner IV

5/23/18

Date

FORMAT AND EVALUATION OF IMPACTS

Format of this Environmental Compliance Checklist

The Midtown Specific Plan EIR analyzed potential environmental impacts of the implementation of the Midtown Specific Plan by utilizing the Environmental Checklist Form included in Appendix G of the *CEQA Guidelines*. The City determined that an EIR would be required for the Midtown Specific Plan Project, and issued a Notice of Preparation (NOP) and Initial Study in March 2015 (Refer to Appendix A of the Midtown Specific Plan EIR). The NOP process was used to help determine the scope of the environmental issues to be addressed in the Draft EIR.

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

The analysis in this Environmental Compliance Checklist will include all environmental topics analyzed in the Initial Study and the EIR prepared for the Midtown Specific Plan. For each impact identified in this Environmental Compliance Checklist, a summary of the analysis in the Midtown Specific Plan EIR and statement of the level of significance of the impact are provided. Included in the analysis is a determination if the mitigation measures identified in the Midtown Specific Plan EIR are applicable to the Project, and whether there are any additional impacts not previously identified in the Midtown Specific Plan EIR, which would therefore require the implementation of new mitigation measures.

The Environmental Compliance Checklist applies the following determination of impacts:

- Potentially Significant Impact Not Identified in Midtown Specific Plan EIR
- No Impact/No Change to Midtown Specific Plan EIR

Evaluation of Environmental Impacts

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

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

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

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

General Guidelines for Responses

- 1) A brief explanation is required for all answers except “No Impact” answers that are supported adequately by the information sources a lead agency cites in the parenthesis following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration; Less Than Significant With Mitigation Incorporation” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration (per Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effect were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Supporting information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) The explanation of each issue should identify:

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

ENVIRONMENTAL COMPLIANCE CHECKLIST

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

Aesthetics

	Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan EIR
Impact Area: Aesthetics			
Would the Project:			
a) Have a substantial adverse effect on a scenic vista?	No Impact	<input type="checkbox"/>	■
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact	<input type="checkbox"/>	■
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	Less Than Significant	<input type="checkbox"/>	■
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less Than Significant	<input type="checkbox"/>	■

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

The Midtown Specific Plan EIR found that there are no designated scenic vistas located within or adjacent to the plan area. No impacts related to scenic vistas would occur with implementation of the Specific Plan. Implementation of the proposed project would be subject to the Midtown Specific Plan zoning standards for setbacks, height requirements and building design. Development within the Midtown Specific Plan area would have no impact to scenic vistas. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects on scenic vistas is not required.

Aesthetics a): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The Midtown Specific Plan EIR found that there are no rock outcroppings or other scenic resources on or adjacent to the Specific Plan area. In addition, the Specific Plan area is not within a state scenic highway, nor is it visible from any officially designated scenic highway. No impacts related to scenic resources were identified in the Midtown Specific Plan EIR.

The proposed project is within the plan area analyzed in the Midtown Specific Plan EIR, and no new scenic highways have been designated in the plan area since preparation of the Midtown Specific Plan EIR.¹ Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects on scenic resources is not required.

Aesthetics b): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The Midtown Specific Plan EIR found that the greater allowable building heights, building intensity, and allowance of mixed uses in accordance with the uses envisioned and permitted by the Specific Plan would result in a change to the visual character of the Specific Plan area, but would not result in a degradation of visual character or quality. The existing Specific Plan area currently has no consistent architectural theme or cohesive neighborhood visual character. Compliance with the development standards of the Midtown Specific Plan would ensure that all new development projects that would be accommodated by the Specific Plan are built to be complementary in terms of character and style, and will unify the entire Midtown Specific Plan area as a distinct district. Impacts related to visual character and quality were determined to be less than significant in the Midtown Specific Plan EIR.

The proposed mixed-use project has a maximum building height of approximately 60 feet, and is consistent with the development standards for the Transit Node High district established in the Midtown Specific Plan. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects on visual character or quality of the site and its surroundings is not required.

Aesthetics c): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The Midtown Specific Plan EIR determined that the existing plan area is highly urbanized and built out, and contains many existing sources of nighttime illumination. Future development would alter and intensify land uses and their related lighting sources throughout the Midtown Specific Plan area by introducing new building (interior and exterior), open space, security, sign, and parking lights.

¹ California Department of Transportation. California Scenic Highway Mapping System: Los Angeles County. Website: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm (accessed March 30, 2018).

The architectural treatments of future development projects accommodated under the Midtown Specific Plan would include style-appropriate architectural building materials. These materials would be similar to building materials on existing land uses throughout the Midtown Specific Plan area. In addition, glare from windows installed on residential and nonresidential development projects would be typical of the surrounding area and would not increase glare beyond what is expected for a highly-urbanized area. The design guidelines in the Midtown Specific Plan prohibit the use of highly reflective or very dark glass.

Future development would be required to adhere to the lighting standards outlined in the City's Municipal Code, which includes provisions to prevent light glare and trespass upon adjacent properties, shielding of illuminated signs, and the shielding or hooding of floodlights. In addition, the future development projects would be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6, of the California Code of Regulations, which outlines mandatory provisions for lighting control devices and luminaires. With adherence to the provisions of these lighting regulations, the light and glare impacts associated with the development that will be accommodated by the Midtown Specific Plan was determined to be less than significant.

A project materials board for the proposed project was filed with the Site Plan Review submittal. Proposed building materials were found to be of high quality and durability. The lighting for the proposed project is consistent with the provisions of the Midtown Specific Plan, the City's Municipal Code, and California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to light and glare is not required.

Aesthetics d): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Agricultural Resources

	Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan EIR
Impact Area: Agricultural Resources			
Would the Project:			
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

- d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
- e) *Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

The Midtown Specific Plan EIR found no impact to farmland, agricultural land or uses, or with the agricultural zoning of Williamson Act contracts.

The project site is located within an urbanized area with no existing agricultural uses. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to agricultural uses is not required.

Agricultural Resources: NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Air Quality

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

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

The Midtown Specific Plan was determined to be a regionally significant project that would contribute to an increase in frequency or severity of air quality violations in the South Coast Air Basin and would conflict with the assumptions of the applicable Air Quality Management Plan. Despite the Specific Plan's furthering of regional transportation and planning objectives to reduce per capita VMT and associated emissions, the Midtown Specific Plan would represent a substantial increase in emissions compared to existing conditions and would exceed South Coast Air Quality Management District (SCAQMD) regional operational significance thresholds. Mitigation measures MM AQ-1, AQ-2, AQ-3, AQ-4, AQ-5, and AQ-6 would reduce the Specific Plan's regional construction-related and operational phase criteria air pollutant emissions to the extent feasible. However, given the potential increase in growth and associated increase in criteria air pollutant emissions, the implementation of the Specific Plan would continue to be potentially inconsistent with the assumptions in the Air Quality Management Plan (AQMP). Therefore, impacts related to conflicts with an air quality plan would remain significant and unavoidable.

The proposed mixed-use project is consistent with the uses and development intensity included in the air quality analysis conducted for the Midtown Specific Plan EIR. The conditions of approval

for the proposed project require compliance with all mitigation measures applicable to the proposed project. The project applicant shall be required to demonstrate compliance with Mitigation Measures AQ-1, AQ-2, AQ-3, AQ-4, AQ-5, and AQ-6. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to conflicts with an air quality plan is not required.

Mitigation Measures:

AQ-1 Applicants for new development projects within the Midtown Specific Plan area shall require the construction contractor to use equipment that meets the United States Environmental Protection Agency (EPA)-Certified emissions standards. All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by the California Air Resources Board's regulations.

Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 4 or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Long Beach Building Official or their designee. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.

AQ-2 Applicants for new development projects within the Midtown Specific Plan area shall require the construction contractor to prepare a dust control plan and implement the following measures during ground-disturbing activities in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District (SCAQMD) Rule 403 to further reduce PM₁₀ and PM_{2.5} emissions. The City of Long Beach Building Official or their designee shall verify compliance that these measures have been implemented during normal construction site inspections.

- Following all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering.
- During all construction activities, the construction contractor shall sweep streets with SCAQMD Rule 1186-compliant, PM₁₀-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.
- During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and tarp materials with a fabric cover or other cover that achieves the same amount of protection.

- During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day.
- During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.

AQ-3 Applicants for new development projects within the Midtown Specific Plan area shall require the construction contractor to use coatings and solvents with a volatile organic compound (VOC) content lower than required under South Coast Air Quality Management District Rule 1113 (i.e., super compliant paints). The construction contractor shall also use pre-coated/natural-colored building materials, where feasible. Use of low-VOC paints and spray method shall be included as a note on architectural building plans and verified by the City of Long Beach Building Official or their designee during construction.

Stationary Source

AQ-4 Prior to issuance of a building permit for new development projects within the Midtown Specific Plan area, the property owner/developer shall show on the building plans that all major appliances (dishwashers, refrigerators, clothes washers, and dryers) to be provided/installed are Energy Star appliances. Installation of Energy Star appliances shall be verified by the City of Long Beach Building and Safety Bureau prior to issuance of a certificate of occupancy.

Transportation and Motor Vehicles

AQ-5 Prior to issuance of building permits for residential development projects within the Midtown Specific Plan area, the property owner/developer shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Long Beach Building and Safety Bureau prior to issuance of a certificate of occupancy.

- For multifamily dwellings, electric vehicle charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the CALGreen Code.
- Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.

AQ-6 Prior to issuance of building permits for non-residential development projects within the Midtown Specific Plan area, the property owner/developer shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Long Beach Building and Safety Bureau prior to issuance of a certificate of occupancy.

- For buildings with more than ten tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the CALGreen Code.
- Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code.
- Facilities shall be installed to support future electric vehicle charging at each non-residential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.

Air Quality a): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The Midtown Specific Plan determined that full project buildout under the Midtown Specific Plan would generate short-term and long-term emissions that exceed the South Coast Air Quality Management District's regional construction significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin. For the air quality analysis, the maximum daily emissions are based on a very conservative scenario, where several construction projects throughout the Specific Plan area would occur at one time and overlap of all construction phases occur at the same time.

Mitigation Measures AQ-1 through AQ-3 would reduce criteria air pollutants generated from project-related construction activities. Buildout of the Midtown Specific Plan would occur over a period of approximately 18 years or longer. Construction time frames and equipment for individual site-specific projects were not available at the time the EIR was prepared. There is a potential for multiple developments to be constructed at any one time, resulting in significant construction-related emissions. Therefore, despite adherence to Mitigation Measures AQ-1 through AQ-3, short-term emissions would remain significant and unavoidable.

Incorporation of Mitigation Measures AQ-4 through AQ-6 would reduce operation-related criteria air pollutants generated from stationary and mobile sources. Mitigation Measures AQ-5 and AQ-6 would encourage and accommodate use of alternative-fueled vehicles and non-motorized transportation. However, despite adherence to Mitigation Measures AQ-4 through AQ-6, long-term emissions would remain significant and unavoidable due to the magnitude of land use development associated with the Midtown Specific Plan.

The proposed mixed-use project is consistent with the uses and development intensity included in the air quality analysis conducted for the Midtown Specific Plan EIR. The conditions of approval for the proposed project require compliance with all mitigation measures applicable to the

proposed project. The project applicant shall be required to demonstrate compliance with Mitigation Measures AQ-1, AQ-2, AQ-3, AQ-4, AQ-5, and AQ-6. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to short-term and long-term air quality emissions is not required.

Mitigation Measures:

AQ-1, AQ-2, AQ-3, AQ-4, AQ-5, and AQ-6 (Refer to *Air Quality response a)*)

Air Quality b) and c): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Construction activities related to the buildout of the Midtown Specific Plan could expose sensitive receptors to substantial pollutant concentrations NO_x, CO, PM₁₀, and PM_{2.5}. Mitigation Measures AQ-1 and AQ-2 would reduce the Midtown Specific Plan's regional construction emissions and therefore also reduce the Specific Plan's localized construction-related criteria air pollutant emissions to the extent feasible. However, because existing sensitive receptors may be close to project-related construction activities, construction emissions generated by individual development projects have the potential to exceed SCAMQD's Localized Significance Thresholds (LSTs). Therefore, impacts related to exceedance of LSTs would remain significant and unavoidable.

In addition, the future development accommodated by the Midtown Specific Plan could site sensitive land uses in proximity to major air pollution sources. At buildout, the Midtown Specific Plan would result in construction of up to approximately 1,736 new residential units within the plan area. The residential units would be allowed near sources of toxic air contaminants (e.g., I-405), which have the potential to affect residents of these units. With implementation of Mitigation Measure AQ-7, this impact would be reduced to a level of less than significant.

The Midtown Specific Plan EIR concluded that future development under the Specific Plan would not result in the development of individual land uses that would expose sensitive receptors to substantial toxic air contaminant concentrations.

The proposed mixed-use project is consistent with the uses and development intensity included in the air quality analysis conducted for the Midtown Specific Plan EIR. The conditions of approval for the proposed project require compliance with all mitigation measures applicable to the proposed project. The project applicant shall be required to demonstrate compliance with Mitigation Measures AQ-1, AQ-2, AQ-3, and AQ-7. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to the exposure of sensitive receptors to substantial pollutant concentrations is not required.

Mitigation Measures:

AQ-1, AQ-2, and AQ-3 (Refer to *Air Quality response a)*)

AQ-7 Prior to issuance of building permits for development projects within the Midtown Specific Plan area that include sensitive uses (e.g., residential, day care centers), within the distances identified by the California Air Resources Board's (CARB) Air

Quality and Land Use Handbook, the property owner/developer shall submit a health risk assessment (HRA) to the City of Long Beach Planning Bureau. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District (SCAQMD).

If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand ($1.0E-05$) or the appropriate non-cancer hazard index exceeds 1.0, the following is required prior to issuance of building permits:

- The HRA shall identify the level of high-efficiency Minimum Efficiency Reporting Value (MERV) filter required to reduce indoor air concentrations of pollutants to achieve the cancer and/or non-cancer threshold.
- Installation of high efficiency MERV filters in the intake of residential ventilation systems consistent with the recommendations of the HRA, shall be shown on plans. Heating, air conditioning, and ventilation (HVAC) systems shall be installed with a fan unit designed to force air through the MERV filter.
- To ensure long-term maintenance and replacement of the MERV filters in the individual units, the property owner/developer shall record a covenant on the property that requires ongoing implementation of the actions below. The form of the covenant shall be approved by the Long Beach City Attorney's Office prior to recordation.
 - The property owner/developer shall provide notification to all future tenants or owners of the potential health risk for affected units and the increased risk of exposure to diesel particulates when windows are open.
 - For rental units, the property owner/developer shall maintain and replace MERV filters in accordance with the manufacture's recommendations.
 - For ownership units, the Homeowner's Association shall incorporate requirements for long-term maintenance in the Covenant Conditions and Restrictions and inform homeowners of their responsibility to maintain the MERV filter in accordance with the manufacturer's recommendations.

Air Quality d): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Future development that would be accommodated under the Midtown Specific Plan would not emit objectionable odors that would affect a substantial number of people. Odors generated by new residential and nonresidential land uses under the Midtown Specific Plan are not expected to be significant or highly objectionable and would be required to comply with SCAQMD Rule 402, Nuisance. Additionally, emissions from construction equipment, such as diesel exhaust, and from volatile organic compounds from architectural coatings and paving activities, may generate odors; however, these odors would be temporary and are not expected to affect a substantial number of

people. Therefore, impacts related to objectionable operational- and construction-related odors would be less than significant.

The proposed mixed-use project would include residential and commercial uses on the project site. The planned uses for the site are not expected to emit objectionable odors and would be required to comply with SCAQMD Rule 402, Nuisance. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to objectionable odors is not required.

Air Quality e): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Biological Resources

	Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan EIR
Impact Area: Biological Resources			
Would the Project:			
a) Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan EIR
Impact Area: Biological Resources			
Would the Project:			
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*
- b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*
- c) *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*
- d) *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*
- e) *Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*
- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The Midtown Specific Plan EIR found that the specific plan area is generally graded, disturbed, and highly urbanized, and, therefore, does not support sensitive habitats or sensitive animal species. In addition, implementation of the specific plan would not include effects on riparian habitat, sensitive natural community identified in local or regional plans, policies, regulations, or wetlands. The specific plan area contains some trees, but these are primarily ornamental street trees and small groupings of other ornamental trees that do not provide suitable nesting habitat for migratory birds. There is no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan in the City. Impacts related to candidate, sensitive, or special status species or migratory fish or wildlife species were determined to be less than significant. No impacts were identified related to riparian habitats,

wetlands, and conflicts with local biological resource policies/ordinances and adopted habitat conservation plans.

The project site is a vacant and unimproved lot surrounded by public right-of-way and existing urban development. There are no existing trees on the project site. As noted in the Midtown Specific Plan EIR, no conflicts with local biological resource policies, ordinances, or habitat conservation programs would be relevant to the proposed project. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects on biological resources is not required.

Biological Resources: NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Cultural Resources

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

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

One historical resource (Packard Motors Building at 205 Anaheim Streets) and many other buildings greater than 50 years old are present in the Midtown Specific Plan area. Historic resources not currently designated by the City as historic landmarks could be affected by demolition or remodeling. Mitigation Measures CUL-1 and CUL-2 were included to mitigate potential impacts on known and/or unknown historical resources. Impacts related to historical resources were determined to be less than significant with mitigation incorporated.

The site of the proposed mixed-use project is currently a vacant and unimproved lot. The project site is not identified in Table 5.3-2 (List of Properties in the Midtown Specific Plan Area Recommended for Future Evaluation), in the Midtown Specific Plan EIR, therefore, Mitigation Measures CUL-1 and CUL-2 are not applicable to the proposed project. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects on historical resources is not required.

Cultural Resources a): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

The Midtown Specific Plan EIR found that the Specific Plan area is located within an urbanized setting subject to extensive disturbance from the construction of existing buildings and existing underground infrastructure, having likely been previously disturbed. No archaeological or paleontological resources were identified during prior development activities within the plan area, and it is unlikely that any such resources would be uncovered or affected during grading and construction activities associated with future development accommodated by the Midtown Specific Plan. Furthermore, the plan area and immediate surroundings are not recognized as an area having the potential for subsurface archeological or paleontological resources. No impacts related to archaeological or paleontological resources were identified in the Midtown Specific Plan EIR.

The project site was previously disturbed during construction of structures associated with former residential and commercial uses (auto repair) on the site. Under existing conditions, the project site is improved with a number of auto repair and rental uses, as well as one two-story, four-unit residential building. All these uses and improvements will be removed, and the proposed mixed-use project will include a 4.5-story mixed-use building, with 65 residential dwelling units and approximately 2,100 sq. ft. of ground floor retail, all with at-grade parking. As noted in the Midtown Specific Plan EIR, the plan area and immediate surroundings are not recognized as an area having the potential for subsurface archeological or paleontological resources. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects on archaeological or paleontological resources is not required.

Cultural Resources b) and c): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

In the event of an accidental discovery of human remains are encountered during excavation and grading activities, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 mandates the process to be followed. Specifically, California Health and Safety Code Section 7050.5 requires that in the event that human remains are discovered within the Midtown Specific Plan area, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The Midtown Specific Plan EIR determined that compliance with existing law would further ensure that significant impacts to human remains would not occur.

The proposed project would adhere to the requirements of California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 in the event of the accidental discovery of human remains. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to the disturbance of human remains is not required.

Cultural Resources d): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Geology/Soils

	Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan EIR
Impact Area: Geology/Soils			
Would the Project:			
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Two areas of the Midtown Specific Plan area fall within the area designated as an Alquist-Priolo Earthquake Fault Zone associated with the Newport-Inglewood Fault. In accordance with Section 2621.5 of the California Public Resources Code and Section 3600 of the California Code of Regulations, any new structures for human occupancy under the Midtown Specific Plan would be prohibited along the fault trace. Additionally, in accordance with Sections 3603(a) and 3603(d) of the California Code of Regulations, application for a development permit for any project that lies within Newport-Inglewood Fault Zone (whether within 50 feet of the fault trace or within the overall fault zone) is required to be accompanied by a geotechnical investigation and report prepared by a geologist registered in the State of California; the geotechnical investigation and report is required to demonstrate that proposed buildings would not be constructed across an active fault and to determine whether a branch of the active fault passes through or next to the affected development site. With adherence to the state regulations, impacts resulting from an Alquist-Priolo Earthquake Fault Zone are not anticipated to occur.

The proposed project is not located within an area designated as a Alquist-Priolo Earthquake Fault Zone. The proposed project will comply with all applicable provisions of the most recent CBC adopted by the City of Long Beach. During the Project's plan check phase Building Bureau personnel will verify compliance with all applicable ground motion standards and determine the need for a geotechnical investigation and geo-engineering study, as conditioned. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of potential effects related to rupture of a known earthquake fault is not required.

Geology/Soils a)-i): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Several active and potentially active faults are within or in the vicinity of the Specific Plan area. State regulations protecting human-occupied structures from geoseismic hazards are provided in the most recent (2013) CBC (California Code of Regulations, Title 24, Part 2) and CRC (California Code of Regulations, Title 24, Part 2.5). Furthermore, future development projects that would be accommodated by the Midtown Specific Plan would be required to have a site-specific geotechnical investigation report prepared by the project applicant's/developer's geotechnical consultant, in accordance with Appendix J Section J104 (Engineered Grading Requirements) of the CBC; such investigation would determine seismic design parameters for the site and the proposed building type per CBC requirements. Compliance with the design parameters and recommendations of the geotechnical investigation report would be required as a condition of a grading permit and/or building permit, and would be ensured by the City's Development Services Department during the development review and building plan check process. Impacts related to adverse effects related to strong seismic ground shaking were determined to be less than significant.

The proposed project will comply with all applicable provisions of the most recent CBC adopted by the City of Long Beach. During the Project's plan check phase Building Bureau personnel will verify compliance with all applicable ground motion standards and determine the need for a

geotechnical investigation and geo-engineering study, as conditioned. Any investigation/study would comply with the listed specifications. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of potential effects related to strong seismic ground shaking is not required.

Geology/Soils a)-ii): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Future development projects that would be accommodated by the Midtown Specific Plan within the areas that lie within a Zone of Required Investigation for Liquefaction would be required to have a site-specific geotechnical investigation report prepared by the project applicant's/developer's geotechnical consultant in, in accordance with Appendix J Section J104 (Engineered Grading Requirements) of the CBC; such investigation would assess liquefaction potential onsite and provide any needed recommendations to minimize hazards from liquefaction. Compliance with the recommendations of the geotechnical investigation report would be required as a condition of a grading permit and/or building permit, and would be ensured by the City's Development Services Department during the development review and building plan check process. Impacts related to adverse effects related to seismic-related ground failure were determined to be less than significant.

According to the findings of the Midtown Specific Plan EIR, the project site is not located within a liquefaction zone of required investigation. The proposed project will be required to comply with all applicable provisions of the most recent CBC adopted by the City of Long Beach. During the proposed project's plan check phase Building Bureau personnel will verify compliance with all applicable ground motion standards and determine the need for a geotechnical investigation and geo-engineering study, as conditioned. Any investigation/study would comply with the listed specifications. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of potential effects related to seismic-related ground failure is not required.

Geology/Soils a)-iii): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- a) *iv) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides??*

The Midtown Specific Plan EIR found that the relatively level site conditions with no significant slopes, except for the slopes on the adjacent Signal Hill in the northern portion of the plan area, and the extent of developed lands in the Specific Plan area would avoid potential impacts associated with landslides. The Specific Plan area is not an area susceptible to landslides (State of California Seismic Hazard Zones Map (Long Beach Quadrangle)). Therefore, no impacts related to landslides were identified

The project site is relatively flat and is not in the vicinity of slopes on Signal Hill. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of potential effects related to landslides is not required.

Geology/Soils a)-iv): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Future development within the Midtown Specific Plan area would be required to comply with the National Pollutant Discharge Elimination System (NPDES) by preparing and implementing a Stormwater Pollution Prevention Plan (SWPPP) specifying Best Management Practices (BMPs) for minimizing pollution of stormwater with soil and sediment during project construction. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. Therefore, impacts related to substantial soil erosion or the loss of topsoil would be less than significant.

The proposed project will be required to comply with all applicable provisions of the NPDES permit. The proposed mixed-use project would not create any new stormwater discharge conditions not anticipated in the Midtown Specific Plan EIR. 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 EIR, and further study of potential effects related to soil erosion or the loss of topsoil is not required.

Geology/Soils b): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*
- d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

Development under the Midtown Specific Plan could subject persons and structures to hazards arising from collapsible soils, ground subsidence, or expansive soils. However, future development projects that would be accommodated by the Midtown Specific Plan would be required to have a site-specific geotechnical investigation report prepared by the project applicant's/developer's geotechnical consultant, in accordance with Appendix J Section J104 (Engineered Grading Requirements) of the CBC; such investigation would assess hazardous soil conditions onsite and would provide recommendations as needed to minimize these potential soils hazards. Compliance with the recommendations of the geotechnical reports is required as a condition of a grading permit and/or building permit, and would be ensured by the City's Development Services Department during the development review and building plan check process. Impacts resulting from ground subsidence are not anticipated to be significant.

The proposed project will be required to comply with all applicable provisions of the most recent CBC adopted by the City of Long Beach. During the review of construction plans for Building Code compliance, Building Bureau personnel will verify compliance with all applicable ground motion

standards and determine the need for a geotechnical investigation and geo-engineering study, as conditioned. Any investigation/study would comply with the listed specifications. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of potential effects related to ground subsidence is not required.

Geology/Soils c) and d): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The Downtown Plan PEIR found that all development in the project area would be served by the City's sewer lines and wastewater disposal systems, and no impact would occur.

The proposed project would be served by the City's sewer lines and wastewater disposal systems. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to soils incapable of adequately supporting the use of septic tanks is not required.

Geology/Soils e): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Greenhouse Gas Emissions

		Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan EIR
Impact Area: Greenhouse Gas Emissions				
Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Significant and Unavoidable		<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	Less Than Significant		<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Buildout of the Midtown Specific Plan would result in a substantial increase in greenhouse gas (GHG) emissions compared to existing conditions, and would not meet the South Coast Air Quality Management District's Year 2035 Target efficiency metric of 2.4 MTCO₂e/year/SP, or the long-term GHG reduction goal under Executive Order S-3-05. Mitigation Measures AQ-4 through AQ-6 would encourage and accommodate use of alternative-fueled vehicles and non-motorized transportation, and ensure that GHG emissions from the buildout of the Midtown Specific Plan would be minimized. However, additional statewide measures would be necessary to reduce GHG emissions under the Specific Plan to meet the long-term GHG reduction goals under Executive Order S-3-05, which identified a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050, and Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent below 1990 levels by 2030. The new Executive Order B-30-15 requires the California Air Resources Board (CARB) to prepare another update to the Scoping Plan to address the 2030 target for the state. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under Executive Order S-3-05 or the new Executive Order B-30-15. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology (CCST 2012). Since no additional statewide measures are currently available, this impact would remain significant and unavoidable.

The proposed project involves construction and operation of a 4.5-story mixed-use structure. Project operations would involve vehicular trips and other activities that would increase generation of GHG emissions. The Midtown Specific Plan determined that GHG impacts would be significant and unavoidable, but through incorporation of Mitigation Measures AQ-4 through AQ-6, anticipated projects would fall within the scope of the Midtown Specific Plan EIR analysis. With these mitigation measures incorporated, operation of the proposed project would not substantially

increase the severity of GHG operation impacts beyond that identified in the Midtown Specific Plan EIR, and no new impacts beyond those identified in the Midtown Specific Plan EIR would occur. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects of greenhouse gas emissions is not required.

Mitigation Measures:

AQ-4, AQ-5, and AQ-6 (Refer to *Air Quality response a)*)

Greenhouse Gas Emissions a): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The Midtown Specific Plan would substantially improve the efficiency of the Midtown Specific Plan area (11 percent reduction in GHG emissions per service population) even though the number of people who live or work within the area would increase by 37 percent. The new buildings under the Midtown Specific Plan would be significantly more energy efficient than the current buildings throughout the Midtown Specific Plan area. Therefore, the Midtown Specific Plan would not conflict with statewide programs adopted for the purpose of reducing GHG emissions and impacts are not anticipated to be significant. In addition, the Midtown Specific Plan would implement land use strategies that would promote the increased use of alternative forms of transportation and a reduction in VMT, which were determined to be consistent with SCAG's 2012–2035 RTP/SCS Goals. Impacts related to the conflicts between the Midtown Specific Plan and applicable GHG plans, policies or regulations were determined to be less than significant.

The proposed project involves construction and operation of a 4.5-story, mixed-use structure. Since this project would be implemented in conformity with the Midtown Specific Plan and would not increase the severity of previously identified potential conflicts with GHG plans, policies and regulations, the proposed project would not introduce new impacts. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to conflicts with applicable GHG plans, policies or regulations is not required.

Greenhouse Gas Emissions b): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Hazards and Hazardous Materials

	Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan EIR
Impact Area: Hazards and Hazardous Materials			
Would the Project:			
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less Than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less Than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less Than Significant with Mitigation	<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 result in a safety hazard for people residing or working in the project area?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan EIR
Impact Area: Hazards and Hazardous Materials			
Would the Project:			
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The use, storage, transport, and disposal of hazardous materials during construction and during operation of future development in the Specific Plan area would be required to comply with existing regulations of several agencies, including the California Department of Toxic Substances Control, US Environmental Protection Agency, California Division of Occupational Safety and Health, California Department of Transportation, County of Los Angeles Department of Environmental Health, and Long Beach Fire Department (LBFD). Compliance with applicable laws and regulations governing the use, storage, transport, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. In addition, future uses and development associated with the Midtown Specific Plan would be constructed and operated with strict adherence to all emergency response plan requirements set forth by the City of Long Beach and LBFD. Impacts related to hazards to the public or the environment arising from the routine use of hazardous materials were determined to be less than significant.

The proposed project may consist of construction or operational activities that may involve the use of hazardous materials. The proposed project would be required to demonstrate compliance with existing rules and regulations and adhere to all emergency response plan requirements set forth by the City of Long Beach and LBFD. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to the routine use of hazardous materials is not required.

Hazards and Hazardous Materials a): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*
- c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

The Midtown Specific Plan EIR found that some types of commercial and residential land uses envisioned for the project area would not typically contain businesses involved in the transport, use, or disposal of substantial quantities of hazardous materials. Operation of residential and commercial uses would involve the use of small quantities of hazardous materials for cleaning and maintenance purposes. However, some projects may consist of construction activities would involve full or partial demolition of existing structures, which, due to their age, may contain asbestos and lead-based paints and materials. The use, storage, transport, and disposal of hazardous materials during construction and during operation of future development in the Specific Plan area would be required to comply with existing regulations of several agencies. Compliance with applicable laws and regulations would ensure that all potentially hazardous materials associated with future development accommodated by the Midtown Specific Plan are used and handled in an appropriate manner and would minimize the potential for safety impacts. In addition, future uses and development associated with the Midtown Specific Plan would be constructed and operated with strict adherence to all emergency response plan requirements set forth by the City of Long Beach and LBFD.

Grading and demolition activities associated with future development projects under the Midtown Specific Plan may result in exposure to contaminated soils, asbestos-containing materials (ACM), and lead-based paints, as well as other building materials containing lead. Mitigation Measure HAZ-1 requires an ACM and LBP survey of existing structures on sites proposed for development in the Specific Plan area. In addition, all abatement of ACM and LBP encountered during future demolition activities would be required to be conducted in accordance with all applicable laws and regulations. Mitigation Measure HAZ-2 requires the preparation of a Phase I ESA for future development projects to mitigate impacts from potential contaminated soils. Impacts related to the release of hazardous materials and/or the emission or handling of hazardous materials within one-quarter mile of a school site were determined to be less than significant with mitigation incorporated.

The proposed project may consist of construction or operational activities that may involve the use of hazardous materials. The proposed project would be required to demonstrate compliance with existing rules and regulations and adhere to all emergency response plan requirements set forth by the City of Long Beach and LBFD. A Phase I ESA will be prepared for the project site prior to grading as required by the Midtown Specific Plan Mitigation Monitoring and Reporting Program (MMRP), and if found to be necessary in the Phase I ESA, a Phase II ESA will be prepared to further investigate the conclusions of the Phase I, to evaluate any factors representing a risk to human health or groundwater at the site. The proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to hazardous materials sites is not required.

Mitigation Measures:

- HAZ-1** Prior to the issuance of demolition permits for any buildings or structures that would be demolished in conjunction with individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant shall conduct the following inspections and assessments for all buildings and structures onsite

and shall provide the City of Long Beach Development Services Department with a copy of the report of each investigation or assessment.

- The project applicant shall retain a California Certified Asbestos Consultant (CAC) to perform abatement project planning, monitoring (including air monitoring), oversight, and reporting of all asbestos-containing materials (ACM) encountered. The abatement, containment, and disposal of all ACM shall be conducted in accordance with the South Coast Air Quality Management District's Rule 1403 and California Code of Regulation Title 8, Section 1529 (Asbestos).
- The project applicant shall retain a licensed or certified lead inspector/assessor to conduct the abatement, containment, and disposal of all lead waste encountered. The contracted lead inspector/assessor shall be certified by the California Department of Public Health (CDPH). All lead abatement shall be performed by a CDPH-certified lead supervisor or a CDPH-certified worker under the direct supervision of a lead supervisor certified by CDPH. The abatement, containment, and disposal of all lead waste encountered shall be conducted in accordance with the US Occupational Safety and Health Administration Rule 29, CFR Part 1926, and California Code of Regulation, Title 8, Section 1532.1 (Lead).
- Evidence of the contracted professionals attained by the project applicant shall be provided to the City of Long Beach Development Services Department. Additionally, contractors performing ACM and lead waste removal shall provide evidence of abatement activities to the City of Long Beach Building and Safety Bureau.

HAZ-2

Prior to the issuance of grading permits for individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant shall submit a Phase I Environmental Site Assessment (ESA) to identify environmental conditions of the development site and determine whether contamination is present. The Phase I ESA shall be prepared by a Registered Professional Engineer and in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527.05, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. If recognized environmental conditions related to soils are identified in the Phase I ESA, the project applicant shall perform soil sampling as a part of a Phase II ESA. If contamination is found at significant levels, the project applicant shall remediate all contaminated soils in accordance with state and local agency requirements (California Department of Toxic Substances Control, Regional Water Quality Control Board, Long Beach Fire Department, etc.). All contaminated soils and/or material encountered shall be disposed of at a regulated site and in accordance with applicable laws and regulations prior to the completion of grading. Prior to the issuance of building permits, a report documenting the completion, results, and any follow-up remediation on the recommendations, if any, shall be provided to the City of Long Beach Development Services Department evidencing that all site remediation activities have been completed.

Hazards and Hazardous Materials b) and c): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Individual development projects accommodated by the Midtown Specific Plan would include ground disturbance that could encounter existing hazardous materials in site soils from listed hazardous materials sites. The Midtown Specific Plan EIR identified documented hazardous materials releases in the Specific Plan area, but potential impacts exist from hazardous substance contamination from historical operations on a site. Future development would be required to prepare a Phase I Environmental Site Assessment (ESA) per Mitigation Measure HAZ-2, to determine whether recognized environmental conditions (RECs) are found on the proposed development site. Where contaminate levels are identified above screening levels, a health risk assessment would be required. If health risks from environmental contamination are identified, cleanup of such contamination would be required before the City would issue a certificate of occupancy for such project. Impacts related to hazardous materials sites were determined to be less than significant with mitigation incorporated.

Refer to Hazards and Hazardous Materials responses a) and c). A Phase I ESA will be prepared for the project prior to issuance of grading permits, and, if indicated by the Phase I, a Phase II ESA will be prepared for the project site to further assess risks and any necessary remediation relevant to human health or groundwater at the site. The proposed project will be required to demonstrate compliance with Midtown Specific Plan EIR Mitigation Measure HAZ-2. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to hazardous materials sites is not required.

Mitigation Measure:

HAZ-2 (Refer to *Hazards and Hazardous Materials* responses a) and c))

Hazards and Hazardous Materials d): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- e) *Would the project, for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*
- f) *Would the project, for a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

Most of the Specific Plan area north of Pacific Coast Highway is under imaginary surfaces regulating obstructions to navigable airspace surrounding Long Beach Airport pursuant to Federal Aviation Administration (FAA) Part 77 regulations. The maximum building heights provided in the Midtown Specific Plan development standards comply with the height limitations in the FAA Part 77 regulations. No impacts would occur related to hazards associated with nearby airports or private airstrips.

The proposed project is consistent with the development standards in the Midtown Specific Plan, and the proposed building height would not exceed the height limitations in the FAA Part 77

regulations. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to hazards associated with nearby airports or private airstrips is not required.

Hazards and Hazardous Materials e) and f): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Although construction of physical improvements to Long Beach Boulevard under the Midtown Specific Plan may result in temporary lane closures or rerouting of vehicular traffic, police and fire services can be provided without interruption. All construction activities would be required to be performed per the City's standards and regulations, including those of the Long Beach Fire Department. Future development under the Midtown Specific Plan would be required to provide the necessary on- and off-site access and circulation for emergency vehicles and services during the construction and operation phases. Impacts related to the interference with City of Long Beach or Los Angeles County's emergency response or evacuation plans would be less than significant.

The proposed project will result in the eventual closure of the segment of 14th Street from the eastern edge of Long Beach Boulevard to the southerly prolongation of the eastern property line of the subject site, due to construction of the planned parklet/streetlet. However, the construction of the parklets/streetlets was analyzed as part of the Midtown Specific Plan PEIR, and this change to the existing street patterns will not impair implementation of or physically interfere with an adopted response or evacuation plan. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to interference with emergency response or evacuation plans is not required.

Hazards and Hazardous Materials g): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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 collection of existing lots developed as parking, auto repair and rental, and one small two-story, four-unit multifamily residential building. The site is 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 EIR, and further study of effects related to wildland fires is not required.

Hazards and Hazardous Materials h): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Hydrology and Water Quality

	Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan 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"/>
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"/>

	Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan EIR
Impact Area: Hydrology and Water Quality			
Would the Project:			
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 individual build-out of each project and the cumulative build-out of the Midtown Specific Plan, said 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 and potentially creating new sources for runoff contamination through changing land uses.

To 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 is 1.136 acres in size. The proposed project will 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 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 EIR, and further study of potential effects related to violations of water quality standards or waste discharge requirements is not required.

Hydrology and Water Quality a): 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 projects are required to retain the stormwater volume from an 85th-percentile 24-hour storm on-site. 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 Sub-basin 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 EIR. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of potential effects related to the depletion of groundwater supplies or interference with groundwater recharge is not required.

Hydrology and Water Quality b): 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 off-site. 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 in a manner that would result in substantial erosion or siltation on- or off-site. This includes both construction of development projects on private property sites, and construction of the proposed parklets/streetlets resulting from closures of short segments of streets as identified in the Midtown Specific Plan, in addition to the infrastructure improvements identified in the Midtown Specific Plan. 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 and 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 EIR, and further study of potential effects related to erosion or siltation on- or offsite is not required.

Hydrology and Water Quality c): 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, the previously-certified EIR finds that 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., the City's 2005 Master Plan of Drainage (MPD) Update identified the storm drain infrastructure within the Midtown Specific Plan area as largely adequate, specifying four pipe segments in need of capacity upgrades. This issue was analyzed in the previously-certified EIR, and the project is consistent with the findings and mitigations of the Midtown Specific Plan EIR. As analyzed in the Midtown Specific Plan EIR, 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 HYD-1 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.

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.

Hydrology and Water Quality d): 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 response 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.

Hydrology and Water Quality e): 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 is 1.136 acres 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 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 EIR, and further study of potential effects related to the degradation of water quality requirements is not required.

Hydrology and Water Quality f): 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 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 EIR, and further study of effects related to risks associated with a 100-year flood is not required.

Hydrology and Water Quality g) and h): 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 EIR, and further study of effects related to risks associated with the failure of a levee or dam is not required.

Hydrology and Water Quality i): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The Midtown Specific Plan 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 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 EIR, and further study of effects of inundation by seiche, tsunami, or mudflow is not required.

Hydrology and Water Quality j): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Land Use/Planning

	Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan 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 will not physically divide an established community, as all work will take place on existing private property and will not require the dedication of new public rights-of-way. The project will result in the closure of 14th Street between the eastern edge of Long Beach Boulevard and the southerly prolongation of the eastern property line of the project site. This street closure was analyzed in the previously-certified Midtown Specific Plan EIR, and the project will not cause any substantial impact to street and circulation patterns beyond those identified in the previous EIR. 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 EIR, and further study of effects related to physical division of an established community is not required.

Land Use/Planning a): 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 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. Implementation of the Midtown Specific Plan would result in a conflict with the current City of Long Beach General Plan Land Use and Mobility Elements. In order for the Midtown Specific Plan to be implemented, the City's General Plan would need to be amended with adoption of the Midtown Specific Plan. Specifically, the General Plan Land Use Map would need to be amended in order to change the current land use designations of the Midtown Specific Plan area to Midtown Specific Plan. Other project-related amendments to the City's General Plan include revisions to tables and exhibits of the Mobility Element pertaining to roadway classifications and closures. Mitigation Measure LU-1 requires 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 LUD No. 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 the eventual closure of 14th Street south of the project site, between the eastern edge of Long Beach Boulevard and the southerly prolongation of the eastern property line of the subject site, for the construction of the parklet/streetlet identified in SP-1. Although the Midtown Specific Plan was determined to be inconsistent with the General Plan Land Use and Mobility Elements, implementation of the proposed project would not require a general plan amendment, as required in Mitigation Measure LU-1. The requirements of Mitigation Measure LU-1 are not required for approval of the proposed project. Therefore, the proposed project is consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to conflicts with applicable land use plans, policies, or regulations is not required.

Land Use/Planning b): 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 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 EIR, and further study of effects related to conflicts with applicable habitat conservation plans or natural community conservation plans is not required.

Land Use/Planning c): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Mineral Resources

	Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan EIR
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 EIR, and further study of effects related to mineral resources is not required.

Mineral Resources a): 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 EIR, and further study of effects related to mineral resource recovery sites is not required.

Mineral Resources b): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Noise

	Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan EIR
Impact Area: Noise			
Would the Project result in:			
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant with Mitigation	<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 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 (decibels A-weighting) Community Noise Equivalent Level (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 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.

Noise a): 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 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 (velocity decibels), 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.

Noise b): 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 response 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 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 response a)*, above).

Noise c): 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 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.

Noise d): 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 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.

Noise e) and f): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Population and Housing

	Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan EIR
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 EIR. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to population growth is not required.

Population and Housing a): 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 will result in the construction of 65 new dwelling units. The project site currently contains surface parking lots, auto repair uses, auto rental uses, and one small two-story, four-unit multifamily residential building. The project will not displace substantial numbers of dwelling units or people in a manner that would necessitate the construction of replacement housing elsewhere. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to the displacement of housing and people is not required.

Population and Housing b) and c): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Public Services

	Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan EIR
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"/>	■
b) Police protection?	Less Than Significant	<input type="checkbox"/>	■
c) Schools?	Less Than Significant	<input type="checkbox"/>	■
d) Libraries?	Less Than Significant	<input type="checkbox"/>	■
e) Parks?	Less Than Significant	<input 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 EIR, and further study of effects related to impacts to fire protection services and facilities is not required.

Public Services a): 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. LBPB 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 EIR, and further study of effects related to impacts to police protection services and facilities is not required.

Public Services b): 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 EIR, and further study of effects related to impacts to school facilities is not required.

Public Services c): 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 EIR, and further study of effects related to impacts to library facilities is not required.

Public Services d): 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 responses a) and b)*.

The proposed project will include 3,450 sq. ft. of common/shared residential open space, and 5,842 sq. ft. of private open space, averaging 143 sq. ft. per unit. This provides compliance 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 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 EIR, and further study of effects related to increases in the use of existing neighborhood and regional parks is not required.

Public Services e): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Recreation

	Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan EIR
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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. However, per the analysis provided in the Midtown Specific Plan EIR, development that would be accommodated under the Midtown Specific Plan would not require the construction of new or expansion of existing City parks and recreational facilities due to use of these parks and facilities by future project residents. Furthermore, all new residential development that would be accommodated under the Midtown Specific Plan would be required to pay the Parks and Recreation Facilities (PRFF) impact fee, 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 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. An in-lieu park fee (separate from the Parks and Recreation Facilities impact fee) will be required per the conditions of approval and the Midtown Specific Plan EIR to off-set the lack of parkland space and provide for a proportion of the construction of the 14th Street parklet identified by the Midtown Specific Plan. 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 3,450 sq. ft. of common/shared residential open space, and 5,842 sq. ft. of private open space, averaging 143 sq. ft. per unit. This provides compliance 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 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 EIR, and further study of effects related to increases in the use of existing neighborhood and regional parks is not required.

Recreation a): 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/streetlets (small street parks) along Long Beach Boulevard. The parklet/streetlet designated for the section of 14th Street adjacent to the project site will be constructed as a result of this project. The previously-certified EIR analyzed the impacts resulting from construction of these parklets, and the proposed 14th Street parklet will be consistent with the Midtown Specific Plan and prior analysis, and will not result in any impacts not analyzed in the previously-certified EIR.

Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to the construction or expansion of recreational facilities is not required.

Recreation b): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Transportation/Traffic

	Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan 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. 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 low-density housing or automobile-oriented commercial development.

The trip generation and trip distribution estimates developed for the Midtown Specific Plan were assigned to the study area roadway network by plan 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, the 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.

A *Traffic Memorandum* was prepared for the proposed project by Fehr & Peers (April 2018). Two separate scenarios were considered in order to provide the most conservative analysis of potential impacts: 1) 14th Street remaining open, and 2) 14th Street closed with the construction of the parklet. It was determined that the addition of project-related traffic to the adjacent intersections of Long Beach Boulevard and 14th Street, and Long Beach Boulevard and 15th Street would not cause any significant level-of-service impacts or meet the criteria for a signal warrant or signal timing adjustment in either scenario. Therefore, the proposed project has satisfied the requirements of Mitigation measure TRAF-1. Mitigation Measure TRAF-2 requires applicants/developers to 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 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.

Transportation/Traffic a): 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 Congestion Management Plan (CMP) intersections in the study area for the previously-certified Midtown Specific Plan EIR. 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 EIR, and further study of effects related to level of service established by county congestion management agency for designated roads/highways is not required.

Transportation/Traffic b): 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 previously-certified Midtown Specific Plan EIR found that the buildout of 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 EIR, and further study of effects related to changes in air traffic patterns is not required.

Transportation/Traffic c): 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 will result in the eventual closure of the segment of 14th Street from the eastern edge of Long Beach Boulevard to the southerly prolongation of the eastern property line of the subject site, due to construction of the planned parklet/streetlet. However, the construction of the parklets/streetlets was analyzed as part of the Midtown Specific Plan PEIR, and the redistribution of vehicle traffic that will result due to the street closures for parklet construction was found to be generally negligible. The parklet/streetlet construction that will result from this project is consistent with the parklet/streetlet plan in the Midtown Specific Plan and with the analysis performed in the previously-certified EIR. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan EIR, and further study of effects related to hazards due to a design feature or incompatible uses is not required.

Transportation/Traffic d): 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 EIR, and further study of effects related to impacts to emergency access is not required.

See also *Hazards and Hazardous Materials response g)* for further discussion.

Transportation/Traffic e:) 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 through traffic on a few low volume roadway segments that intersect with Long Beach Boulevard to create parklets/streetlets.

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 served 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 EIR, and further study of effects related to conflicts with adopted policies, plans, or programs supporting alternative transportation is not required.

Transportation/Traffic f): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Tribal/Cultural Resources

	Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan EIR
Impact Area: Tribal/Cultural Resources			
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, that is:			
a) Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historic resources as defined in Public Resources Code Section 5020.1(k)?	Less Than Significant With Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less Than Significant With Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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.*

Currently, the only building within the Specific Plan area designated as a Long Beach Historic Landmark is the Packard Motors Building located at 205 E. Anaheim St. Many other buildings over 50 years old are present within the Specific Plan area and merit evaluation as potentially

significant resources. However, the site of the proposed project is not included in the list of properties determined to be potential significant resources (Table 5.3-2).

Tribal/Cultural Resources a) and b): NO IMPACT NOT IDENTIFIED IN PREVIOUS 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 was not part of the environmental review carried out in the PEIR. Changes to Appendix G made by the Office of Planning and Research on September 27, 2016, which required inclusion of the Tribal Cultural Resources section, took place after the June 14, 2016 certification of the Midtown Specific Plan Program EIR.

Tribal/Cultural Resources c): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Utilities and Service Systems

	Midtown Specific Plan EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan EIR	No Impact/ No Change to Midtown Specific Plan EIR
Impact Area: Utilities and Service Systems			
Would the Project:			
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Less Than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Less Than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Less Than Significant	<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"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Would increase demand for other public services or utilities.	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The previously-certified Midtown Specific Plan EIR found that the Midtown Specific Plan would not permit land uses requiring wastewater treatment above and beyond the level of treatment provided by municipal wastewater treatment plants. Such prohibited uses would include 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 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 EIR, and further study of effects related to wastewater treatment requirements is not required.

Utilities and Service Systems a): 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 be required to obtain "Will Serve" letters from the Sanitation District, in which project specific flows will be further evaluated by the Sanitation District. To ensure sufficient capacity within the trunk sewer lines, the Sanitation District would review individual development 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 District's "Will Serve" letter process. Since the "Will Serve" letter process is not a standard City requirement for development projects, it was added as a mitigation measure in the previously-certified EIR.

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. The project applicant will be required to obtain a "Will Serve" letter from Sanitation District as part of the building permit process. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan 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 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.

Utilities and Service Systems b): 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 responses d) and e).*

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

Utilities and Service Systems c): 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. The Long Beach Water Department 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 the projected buildout of the Midtown Specific Plan area, 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 site. 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 will 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 EIR, and further study of effects related to water supplies is not required.

Utilities and Service Systems d): 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 Systems response 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. The project

developer will be required to obtain a “Will Serve” letter from Sanitation District as part of the building permit process. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan 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 Systems response b*)).

Utilities and Service Systems e): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

f) *Would the project 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 solid waste that will be generated by the project. Buildout of the Midtown Specific Plan area under the Midtown Specific Plan would not require new or expanded landfill facilities. In addition, portions of the project-generated 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 plan check 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 EIR, and further study of effects related to solid waste disposal capacity is not required.

Utilities and Service Systems f): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

g) *Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

As of 2006, the City of Long Beach was exceeding its target 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 EIR, and further study of effects related to federal, state, and local statutes and regulations related to solid waste is not required.

Utilities and Service Systems g): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

h) Would the project 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 Southern California Edison's system-wide net increase in electricity supplies of approximately 13,400 gigawatt-hours 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 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's Gas & Oil Department's 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 EIR, and further study of effects related to electricity and natural gas demand is not required.

Utilities and Service Systems h): NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

CONCLUSION

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



Department of Development Services
Planning Bureau

Appendix A

Focused Study Traffic Memorandum

Prepared by Fehr & Peers

April 5, 2018

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MEMORANDUM

Date: April 5, 2018

To: Rick Scott, Long Beach Square Partners, LLC

From: Paul Herrmann, P.E.
Vivian Lee

Subject: Focused Study Traffic Memorandum for the Proposed Development at 1400 Long Beach Boulevard in the City of Long Beach

OC18-0565

This memorandum documents the assumptions, methodologies and findings of a study conducted by Fehr & Peers to evaluate the potential impacts of the proposed project, located at 1400 Long Beach Boulevard in the City of Long Beach, California. The City of Long Beach requires a traffic assessment to determine the proposed project's consistency with the *Midtown Specific Plan* and to address traffic related concerns expressed by City staff. The memorandum evaluates the project impact by providing an analysis of conditions on Long Beach Boulevard at 14th Street and 15th Street, with and without the addition of project traffic. Furthermore, a queuing analysis and a collision history review is included.

PROJECT DESCRIPTION

The proposed project is located at 1400 Long Beach Boulevard, as shown on **Figure 1**. The project site is bordered by Long Beach Boulevard to the west, 14th Street to the south, Alamo Court to the east, and the Long Beach Collision Center to the north. The proposed project consists of a four-story apartment with 65 units on 1.136 acres (56.3 units/acre), which is less than the allowable 60 unit/acre density in the Transit Node District in the *Midtown Specific Plan*. The site plan is shown in **Figure 2**. Access to the proposed site will be provided by four driveways along Alamo Court on the eastern frontage of the building.

The existing site consists of a used car dealership, two auto repair shops, a smog inspection station, a truck rental agency, and an auto insurance agency. All existing uses currently provide driveway access on Long Beach Boulevard.

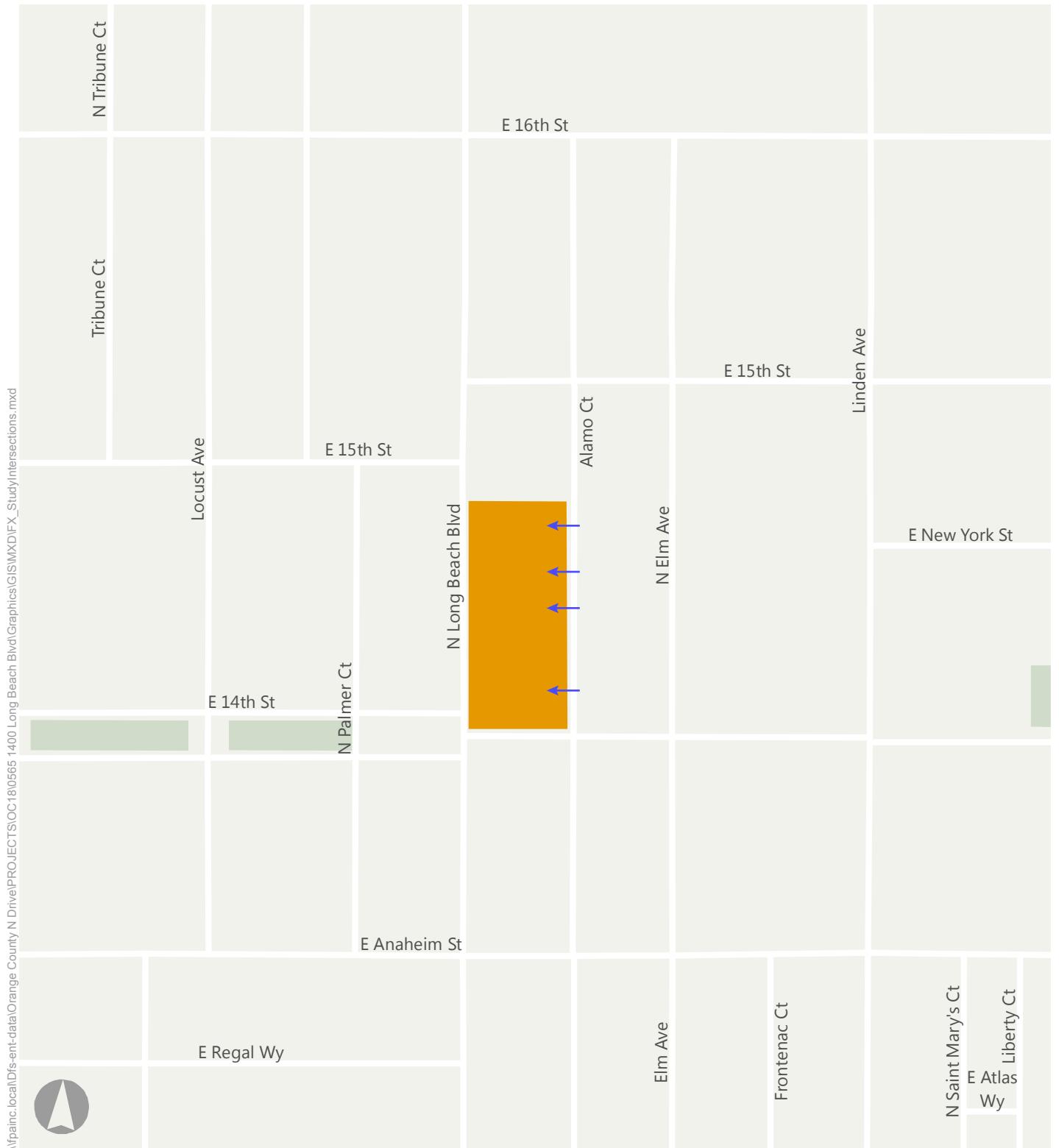
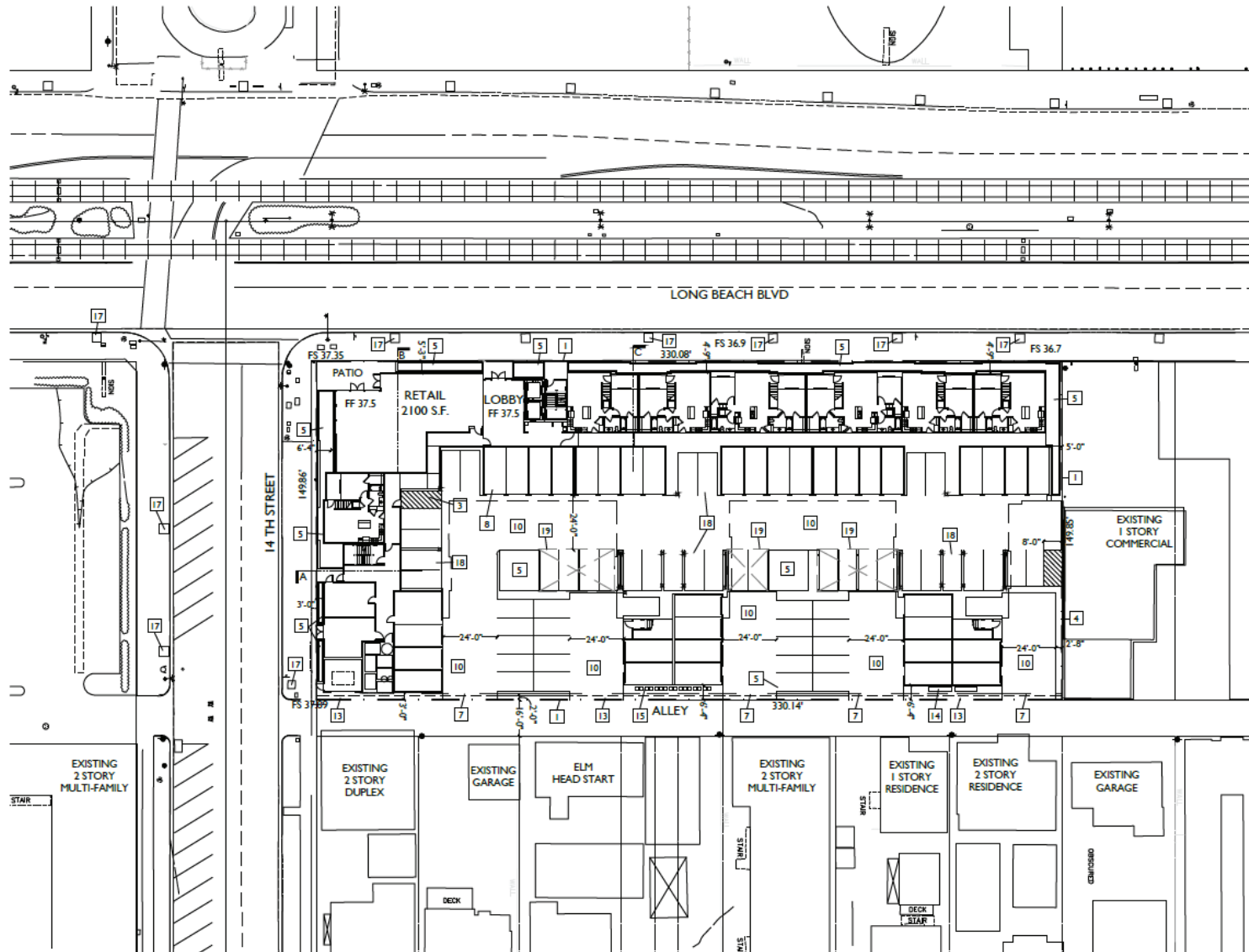


Figure 1
Study Location





65 UNITS - 4 STORY ON GRADE

ADDRESS: 1400 LONG BEACH BLVD.
 APN: 7269-026-001 TO -004 AND -024
 ZONING: PD-29
 PLANNED DEVELOPMENT DISTRICT
 SUBAREA 4 CENTRAL CORRIDOR
 56.3 UNITS/ACRE
 SITE AREA: 1.136 AC
 HEIGHT: 4 STORIES ON GRADE PLUS
 MEZZANINE - 60'

PL 1	720 S.F.	6 UNITS	1BD
PL 2M	867 S.F.	6 UNITS	1BD+M
PL 3	936 S.F.	3 UNITS	1BD
PL 4	955 S.F.	10 UNITS	1BD
PL 5	984 S.F.	2 UNITS	2BD
PL 6	1060 S.F.	6 UNITS	2BD
PL 7M	1165 S.F.	5 UNITS	2BD+M
PL 8L	1176 S.F.	5 UNITS	2BD+L
PL 9	1315 S.F.	6 UNITS	2BD+DEN
PL 9X	861 S.F.	4 UNITS	1BD
PL 10M	1340 S.F.	3 UNITS	2BD+M
PL 11L	1541 S.F.	2 UNITS	3BD+L
PL 12	825 S.F.	2 UNITS	1BD
PL 13M	1135 S.F.	2 UNITS	2BD+L
PL 14M	1063 S.F.	1 UNIT	1BD+L
PL 15M	1078 S.F.	2 UNITS	2BD

TOTAL UNITS = 65 UNITS

PARKING SUMMARY
 32 1BD X 1.25 = 40 STALLS
 33 2BD X 1.50 = 49.50 STALLS
 90 STALLS REQUIRED
 90 STALLS PROVIDED
 36 GARAGES
 32 COVERED CARPORTS
 22 OPEN STALLS
 24.4% COMPACT (C)

OPEN SPACE SUMMARY
 COMMON - 3,500 S.F.
 PRIVATE - 5,581 S.F.
 TOTAL - 9,081 S.F.
 AVG. OPEN SPACE - 142 S.F./UNIT

- 1 PROPERTY LINE - REFER TO CIVIL PLANS
- 2 TRASH ROOM
- 3 VAN ACCESSIBLE PARKING STALL - SIGNAGE
AND GRADE PER 2016 CBC CHAPTER 11B.
- 4 CMU PERIMETER WALL
- 5 WATER QUALITY/LANDSCAPE PLANTER
- 6 8'-6" X 18' TYP. PARKING STALL
- 7 VEHICULAR ACCESS GATE
- 8 9'-6" X 20' CAR PRIVATE GARAGE TYP.
- 9 UTILITY ROOM
- 10 DRIVE AISLE
- 11 BIKE ROOM
- 12 TRANSFORMER ROOM
- 13 2 FOOT ALLEY DEDICATION
- 14 WATER METER
- 15 GAS METERS
- 16 CONTROLLED ACCESS GATE
- 17 EXISTING PARKWAY TREES
- 18 COVERED CARPORT PARKING STALL
- 19 COVERED SHADE SAIL PARKING STALL

Figure 2
 Site Plan



TRAFFIC ANALYSIS

Two intersections were analyzed as part of the scope of work for this project: the signalized intersection of Long Beach Boulevard and 14th Street and the stop-controlled intersection of Long Beach Boulevard and 15th Street. Due to the center median and offset configuration of the intersection, only the east leg of 15th Street was analyzed.

Signal Timing Analysis

The intersection at Long Beach Boulevard and 14th Street was analyzed to determine whether any improvements should be made to the signal timing plans based on the increase in the number of trips due to the proposed project. Synchro (version 9.2) was used to determine the optimum signal timing parameters based existing lane configurations and existing volumes, with and without the project.

Signal Warrant Analysis

Lane configurations and traffic volumes, with and without the project, were used to prepare peak hour signal warrant analyses at the intersection Long Beach Boulevard and 15th Street. The warrant analyses were conducted in accordance with the procedures described in Chapter 4C of the *California Manual on Uniform Traffic Control Devices 2014* (CA MUTCD 2014).

The warrant for a traffic signal is met if a plotted point representing the vehicles per hour on the major street (for both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for one hour lies above the applicable curve in Figure 4C-3 in the CA MUTCD 2014 for the combination of approach lanes. If the combined volume of the major approaches and the corresponding conflicting volumes are greater than the threshold determined by the intersection configuration, then a traffic signal could be warranted.



EXISTING CONDITIONS

Regional access to the site is provided by Long Beach Boulevard, which lies directly west of the project site, and by the I-710 Freeway, located approximately one mile west of the project site. Local access to the project site is provided primarily by the following streets:

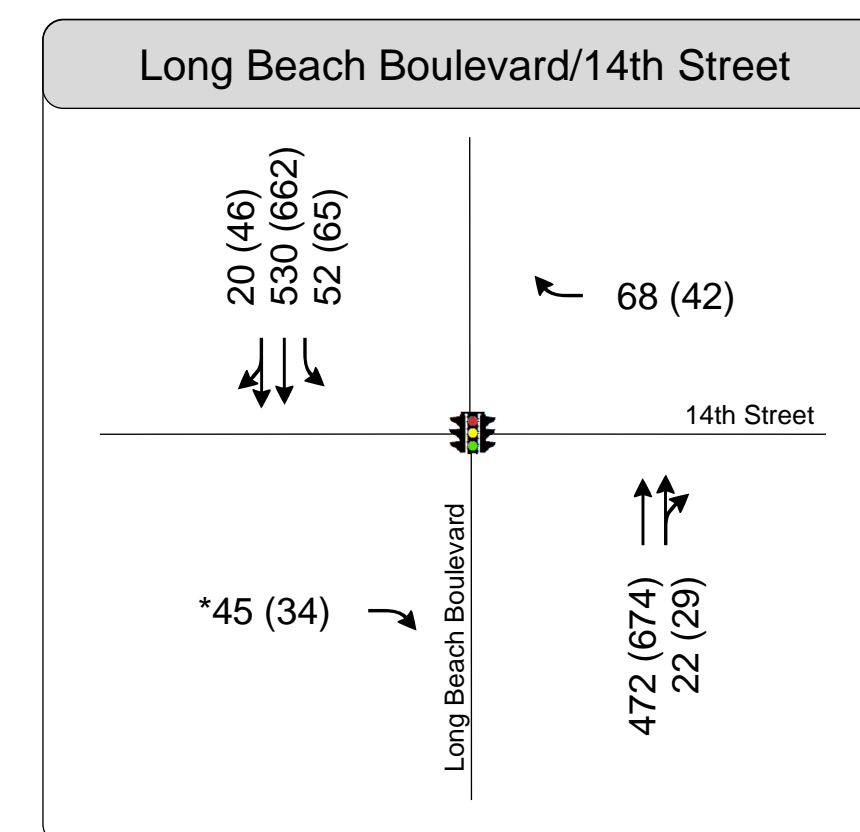
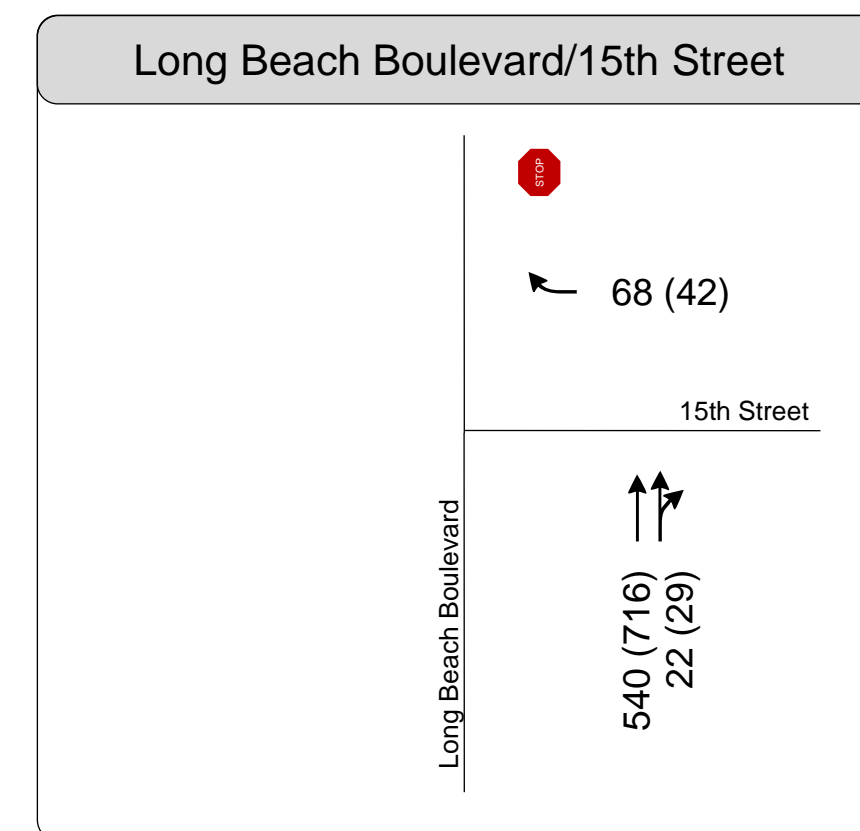
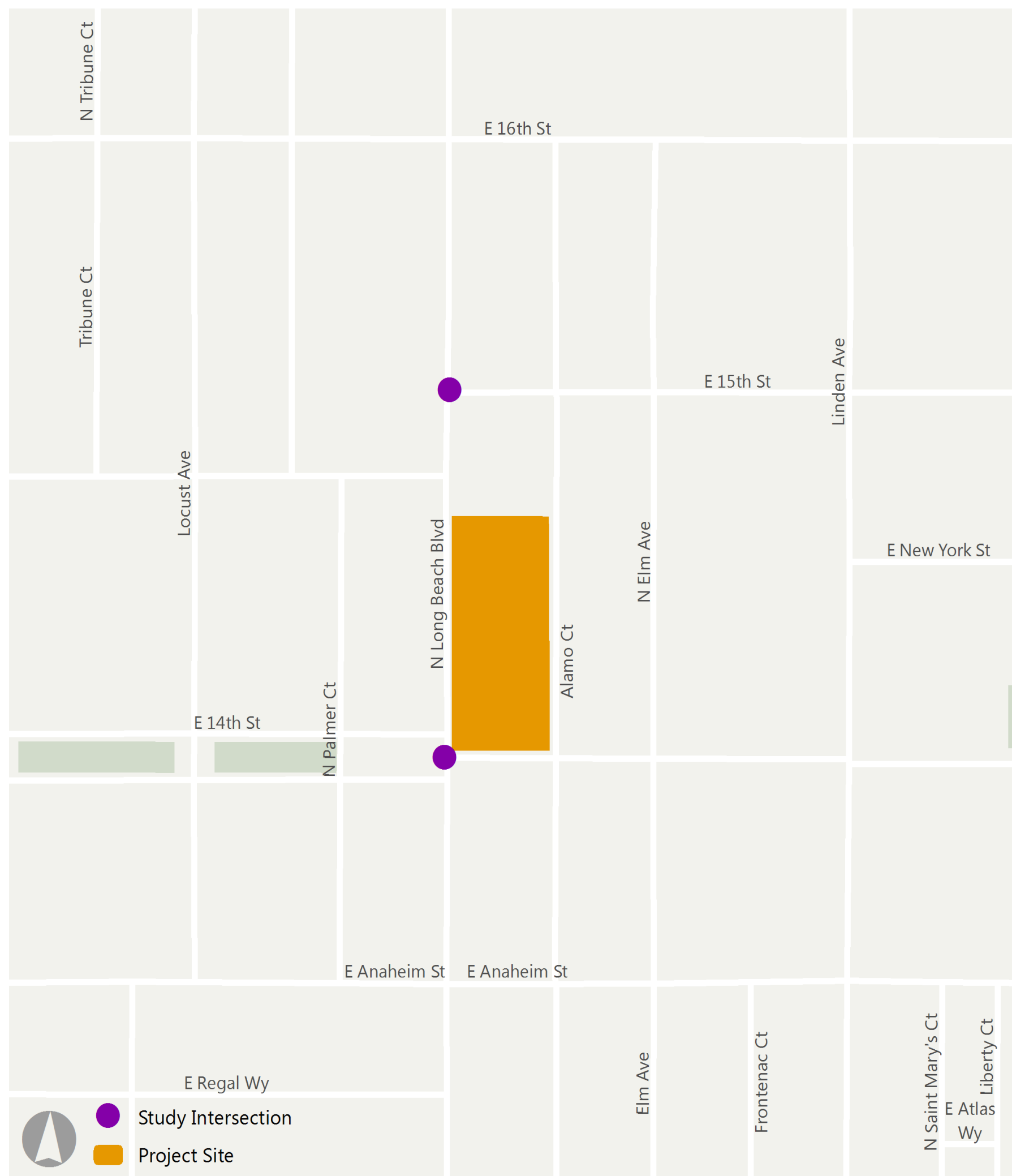
Long Beach Boulevard is classified as a north-south Boulevard according to the *Midtown Specific Plan* with two travel lanes in each direction. Parking is generally permitted on both sides of the street within the project vicinity. The posted speed limit is 30 miles per hour. The Metro Blue Line travels through the median along the project frontage, with the closest stop at Long Beach Boulevard and Anaheim Street.

14th Street is classified as an east-west local street with one travel lane in each direction and lies south of the project site. Parking is permitted on both sides of the street. The *Midtown Specific Plan* calls for 14th Street to be converted to a parklet, which will restrict vehicle access to the project site upon completion.

15th Street is classified as an east-west local street with one travel lane in each direction. 15th Street lies north of the project site. Parking is permitted on both sides of the street.

Existing Peak Hour Traffic Volumes

Existing traffic volumes for the study intersections were derived using existing volumes from the *Midtown Specific Plan Transportation Impact Analysis*. Intersection volumes at Long Beach Boulevard and Anaheim Street and daily roadway segment volumes on 15th Street were used to estimate traffic counts at the study intersections. As the counts were conducted in 2012, a growth factor of 0.71 percent per year was applied to estimate 2018 conditions. The peak hour traffic volumes and lane configurations for Existing conditions are shown in **Figure 3**.



*Approach is stop-controlled and not part of the signalized intersection.

Figure 3
Peak Hour Volumes and Lane Configurations
Existing (2018) Conditions





Existing Signal Timing Analysis

Existing peak hour traffic volumes and lane configurations were used to calculate the optimum signal timing parameters at Long Beach Boulevard and 14th Street. The results are shown in **Table 1**. The corresponding analysis sheet is included in the Appendix.

The optimum cycle length under Existing conditions is 45 seconds during both the morning and afternoon peak hours.

Table 1
Existing Optimum Cycle Length

Intersection	Peak Hour	Cycle Length (seconds)
Long Beach Boulevard & 14th Street	AM	45
	PM	45

Existing Signal Warrant Analysis

Existing peak hour traffic volumes and lane configurations were used to conduct the signal warrant analysis at Long Beach Boulevard and 15th Street. The results are shown in **Table 2**. The corresponding analysis sheet is included in the Appendix.

Under Existing conditions, the intersection **does not satisfy** the signal warrant¹.

¹ This analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Federal Highway Administration Manual on Uniform Traffic Control Devices and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible state or local agency should undertake regular monitoring of actual traffic conditions and collision data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.



Table 2
Existing Peak Hour Signal Warrant Analysis

Intersection	Peak Hour	Existing Signal Warrant Met
Long Beach Boulevard & 15th Street	AM	No
	PM	No

Traffic Projections

Project Trip Generation

Trip generation calculations were conducted to determine the site-generated traffic that would result from the proposed project. Trip generation estimates are based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* (2017) using ITE Category 221, Mid-Rise Apartments. Although the project site is within the vicinity of a robust transit network, no additional transit credit was taken to provide a conservative estimate.

While there are existing uses currently occupying the site, all existing uses currently provide access using Long Beach Boulevard. The proposed project will provide access using Alamo Court. Due to differences in access points, the existing use credits were not taken to provide a conservative estimate.

The proposed project trip generation estimates are shown in **Table 2**. The project would generate approximately 354 daily trips, with 23 AM peak hour trips (6 inbound/17 outbound) and 29 PM peak hour trips (18 inbound/11 outbound). The proposed project is within the limits of the *Midtown Specific Plan Transportation Impact Analysis*, as the analysis studied an increase of 3,371 daily trips, 336 AM peak hour trips and 99 PM peak hour trips in the Transit Node District.

Table 3
Proposed Project Trip Generation Estimates

Land Use	Size	Trip Generation Rates [a]								Estimated Trip Generation						
		ITE Code	Daily Rate	AM Peak Hour			PM Peak Hour			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Rate	In	Out	Rate	In	Out		In	Out	Total	In	Out	Total
PROPOSED PROJECT																
Mid-Rise Apartment	65 DU	221	5.44	0.36	26%	74%	0.44	61%	39%	354	6	17	23	18	11	29
TOTAL PROJECT EXTERNAL VEHICLE TRIPS										354	6	17	23	18	11	29

Notes:

[a] Source for trip generation rates: *Trip Generation Manual, 10th Edition* , Institute of Transportation Engineers (ITE), 2017.



Project Traffic Distribution and Assignment

The *Midtown Specific Plan* calls for 14th Street to be converted to a parklet, which will restrict vehicle access to the project site upon completion. However, the parklet is not anticipated to be constructed upon opening of the project. Fehr & Peers considered two conservative scenarios in which all of the project traffic was assigned to either 14th Street to determine traffic signal timing changes at Long Beach Boulevard and 14th Street, or 15th Street to determine if the addition of project traffic would warrant the installation of a traffic signal at Long Beach Boulevard and 15th Street.

Project trip distribution and assignment for both scenarios assumed that all trips inbound and outbound will arrive and leave using Long Beach Boulevard for the most conservative analysis at the each intersection.

In the 14th Street scenario, all project traffic will exit the project site traveling south on Alamo Court, westbound on 14th Street, then northbound on Long Beach Boulevard. One-third of inbound traffic is assumed to head southbound on Long Beach Boulevard, eastbound on 14th Street and northbound on Alamo Court to the project site. Two-thirds of inbound traffic is assumed to head northbound on Long Beach Boulevard, eastbound on 14th Street, and northbound on Alamo Court to the project site.

In the 15th Street scenario, all project traffic will exit the project site traveling north on Alamo Court, westbound on 15th Street, and northbound on Long Beach Boulevard. All inbound traffic will head northbound on Long Beach Boulevard, travel eastbound on 15th Street, and southbound onto Alamo Court to the project site.



EXISTING PLUS PROJECT CONDITIONS

Signal Timing Analysis – 14th Street Scenario

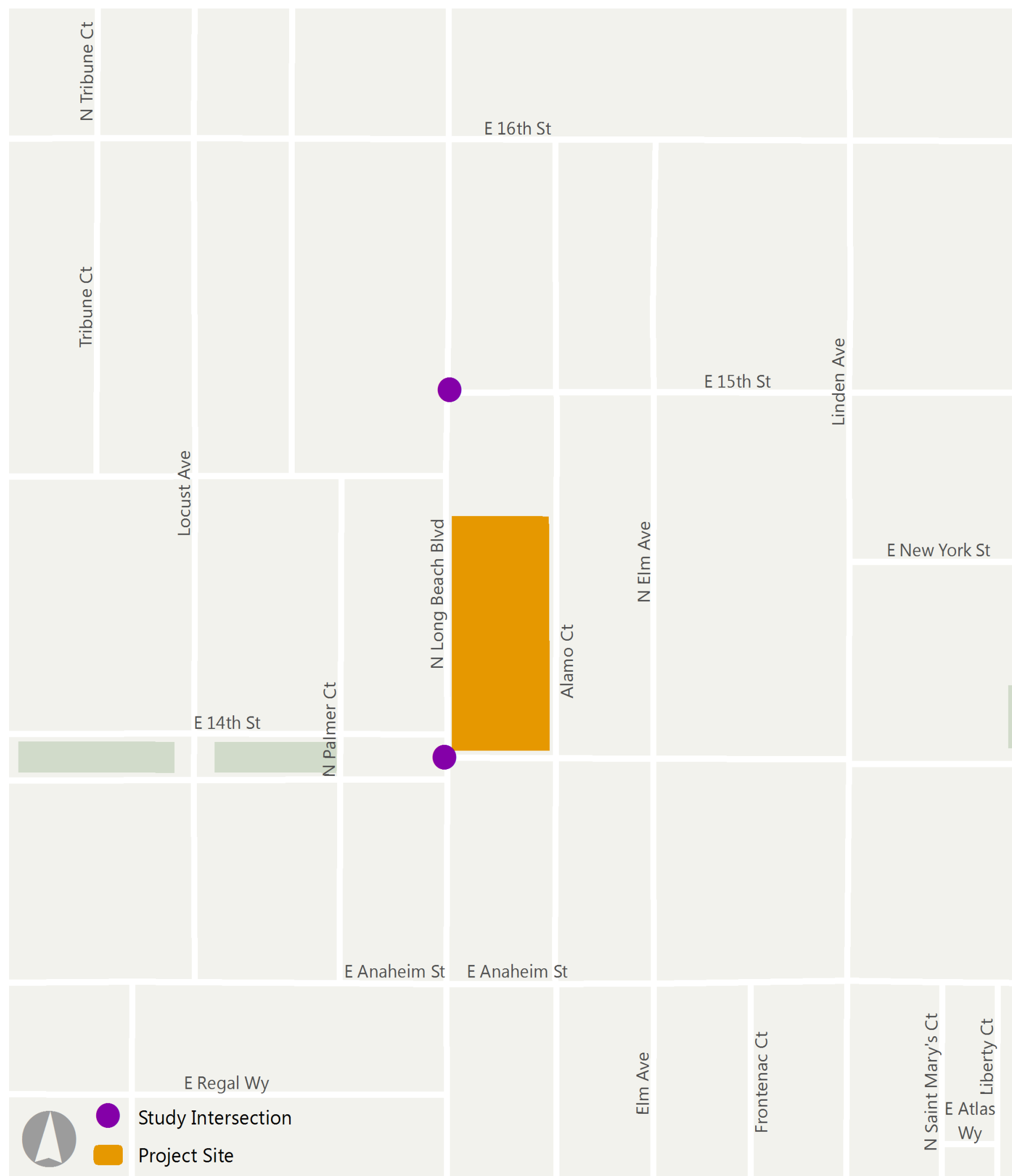
Traffic forecasts for Existing plus Project conditions are comprised of the existing traffic volumes with the proposed project in place. **Figure 4** shows the peak hour turning movement volumes under Existing plus Project conditions for the 14th Street Scenario.

The signal timing operations were optimized with the additional vehicle trips generated by the proposed project to determine whether any signal timing change should be made based on the increase in trips. The results of the analysis are presented in **Table 4**. The Appendix contains the corresponding analysis sheet.

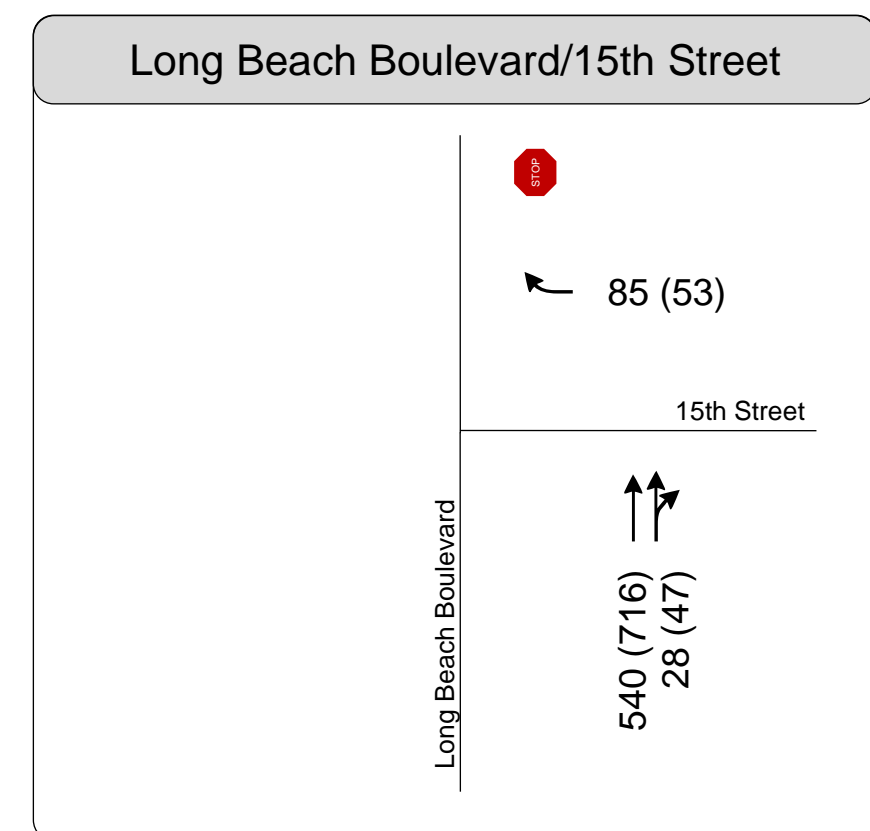
Under the 14th Street Existing plus Project conditions, the optimum cycle length is 45 seconds for both AM and PM peak hours. The green time splits between each phase changed by less than one second after optimization. Since the optimum cycle length and splits did not change between the Existing and plus Project scenarios, no signal timing adjustments are anticipated to be needed.

Table 4
Existing plus Project Optimum Cycle Length

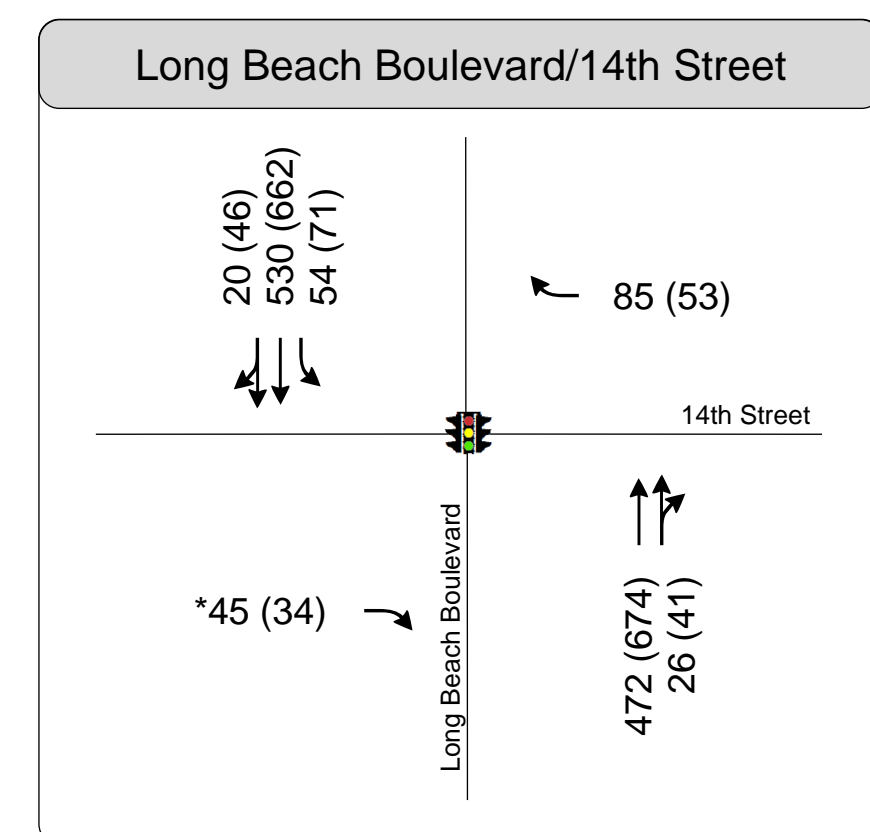
Intersection	Peak Hour	Cycle Length (seconds)	
		Existing	Existing plus Project
Long Beach Boulevard & 14th Street	AM	45	45
	PM	45	45



Existing plus Project - 15th Street Scenario



Existing plus Project - 14th Street Scenario



*Approach is stop-controlled and not part of the signalized intersection.

Figure 4
Peak Hour Volumes and Lane Configurations
Existing plus Project Conditions





Signal Warrant Analysis – 15th Street Scenario

Traffic forecasts for Existing plus Project conditions are comprised of the existing traffic volumes with the proposed project in place. **Figure 4** shows the peak hour turning movement volumes under Existing plus Project conditions for the 15th Street Scenario.

The signal warrant analysis was conducted with the additional vehicle trips generated by the project under the 15th Street Scenario. The results of the analysis are presented in **Table 5**. The full signal warrant analysis is provided in the Appendix.

The intersection of Long Beach Boulevard and 15th Street **does not satisfy** the signal warrant under the 15th Street Existing plus Project conditions².

Table 5
Peak Hour Signal Warrant Analysis

Intersection	Peak Hour	Existing Signal Warrant Met	Existing plus Project Signal Warrant Met
Long Beach Boulevard & 15th Street	AM	No	No
	PM	No	No

² This analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Federal Highway Administration Manual on Uniform Traffic Control Devices and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible state or local agency should undertake regular monitoring of actual traffic conditions and collision data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.



QUEUEING ANALYSIS

A queueing analysis was conducted for the vehicle access control gate to the parking area. The queueing analysis takes into consideration the potential impacts of ingress vehicles that may experience excessive queuing onto Alamo Court. While the project has four vehicle driveway locations, the queueing analysis assumed that all vehicles would use one gate to provide a conservative analysis. However, project trips will utilize all four driveways.

To determine the queue for the inbound project traffic, the queueing analysis assumes that the queue at the gate follows a single-channel queueing model with Poisson arrival and exponential service times (M/M/1 model). This allows for an average queue length to be forecasted.

The following equation was used and is applicable to calculate M/M/1 queues.

$$\text{Average number of vehicles in the system (in service \& in queue)} = \lambda / (\mu - \lambda)$$

Where λ is the arrival rate and μ is the service rate.

The evening peak hour trip generation for the apartment units was chosen to represent the worst-case scenario for inbound vehicles (18 inbound vehicles) as shown in **Table 3**.

The service rate, μ , was calculated based on an assumption that each vehicle waits 10 seconds for the driver to enter the gate code into the keypad and then wait for the gate to ascend before entering the parking lot. This wait time can be used to calculate the service rate via the following equation where W is the waiting time in queue and being served.

$$W = 1 / (\mu - \lambda)$$



The results of the analysis are summarized in **Table 6**. Based on these calculations, the average queue observed at the driveway would not exceed one vehicle. Based on this average, inbound residential vehicles would not impact the circulation on Alamo Court or onto 14th Street/15th Street.

Table 6
Driveway Queuing Analysis

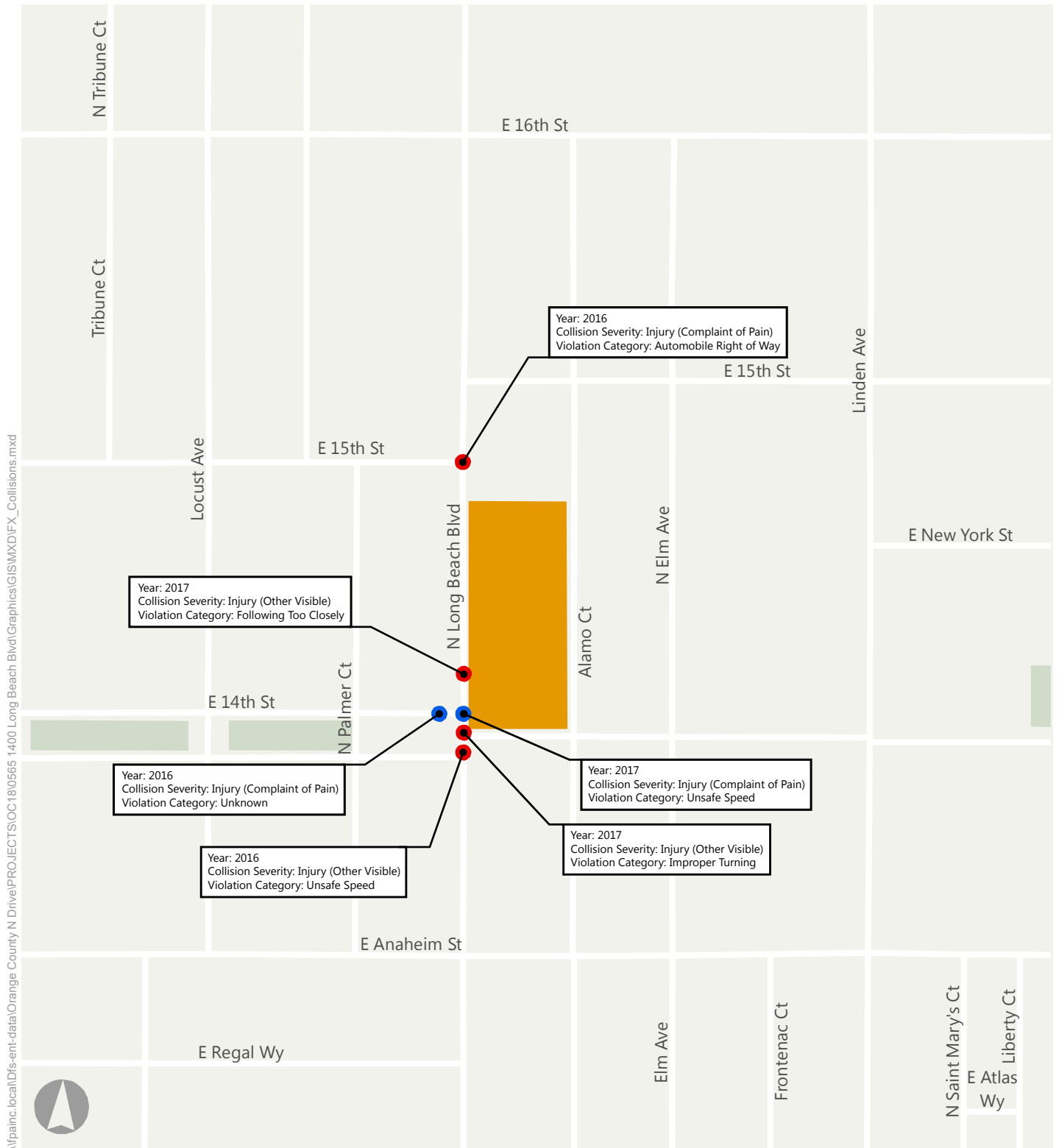
PM Peak Hour Inbound Trips	18
Arrival Rate λ (vehicles/hour)	18
Service Rate μ (vehicles/hour)	378
Average Number of Vehicles in System	0.05

COLLISION HISTORY

Collision history in the study area was reviewed. Collision data was obtained from the Statewide Integrated Traffic Records System (SWITRS) database for a three-year period, from 2015 to 2017.

During the three-year period, there were a total of six reported collisions within the vicinity of the project site, as shown in **Figure 5**. All six collisions occurred on or near the western frontage of the project site. Of the six collisions, four collisions involved bicyclists. There were no reported pedestrian collisions in the immediate vicinity.

There are no obvious trends in the collision history based on the roadway network aside from the high proportion of bicycle collisions. The project will relocate all driveway locations from Long Beach Boulevard to Alamo Court, which will remove some potential vehicle-bicycle conflicts. Currently, there are no bicycle facilities along Long Beach Boulevard adjacent to the project site. The *Midtown Specific Plan* calls for a proposed cycle track along Long Beach Boulevard in the future. It is recommended that the project be in support of any future bicycle facilities in the area.



- Collision
- Bicycle Collision
- Project Site



Figure 5
Collision History



SUMMARY AND CONCLUSIONS

Fehr & Peers completed a traffic analysis for the proposed residential development at 1400 Long Beach Boulevard in the City of Long Beach. The project impact, as well as queuing and collision assessment have also been included.

- The proposed project description and trip generation are consistent with the *Midtown Specific Plan*
- The project is estimated to generate approximately 354 daily trips, with 23 AM peak hour trips (6 inbound/17 outbound) and 29 PM peak hour trips (18 inbound/11 outbound), which is less than the proposed number of trips assumed in the *Midtown Specific Plan*
- The project is not anticipated to require any change to the signal timing plans at the intersection of Long Beach Boulevard and 14th Street
- The project is not anticipated to warrant a traffic signal at the intersection of Long Beach Boulevard and 15th Street
- The results of the queuing analysis indicate that on average no more than one vehicle would queue at a given time and would not impact the circulation on Alamo Court and 14th Street or 15th Street
- An assessment of collision history in the immediate area revealed that there were four bicycle collisions occurred in the past three years. While Long Beach Boulevard currently has no bicycle facilities adjacent to the project site, the *Midtown Specific Plan* indicates a planned cycle track along Long Beach Boulevard. While the project will relocate all driveway locations from Long Beach Boulevard to Alamo Court, which will prevent some potential vehicle-bicycle conflicts, it is recommended that the project be in support of any future bicycle facilities in the area



Appendix: Count Sheets and Analysis Worksheets

EXISTING COUNTS

ITM Peak Hour Summary

Prepared by:

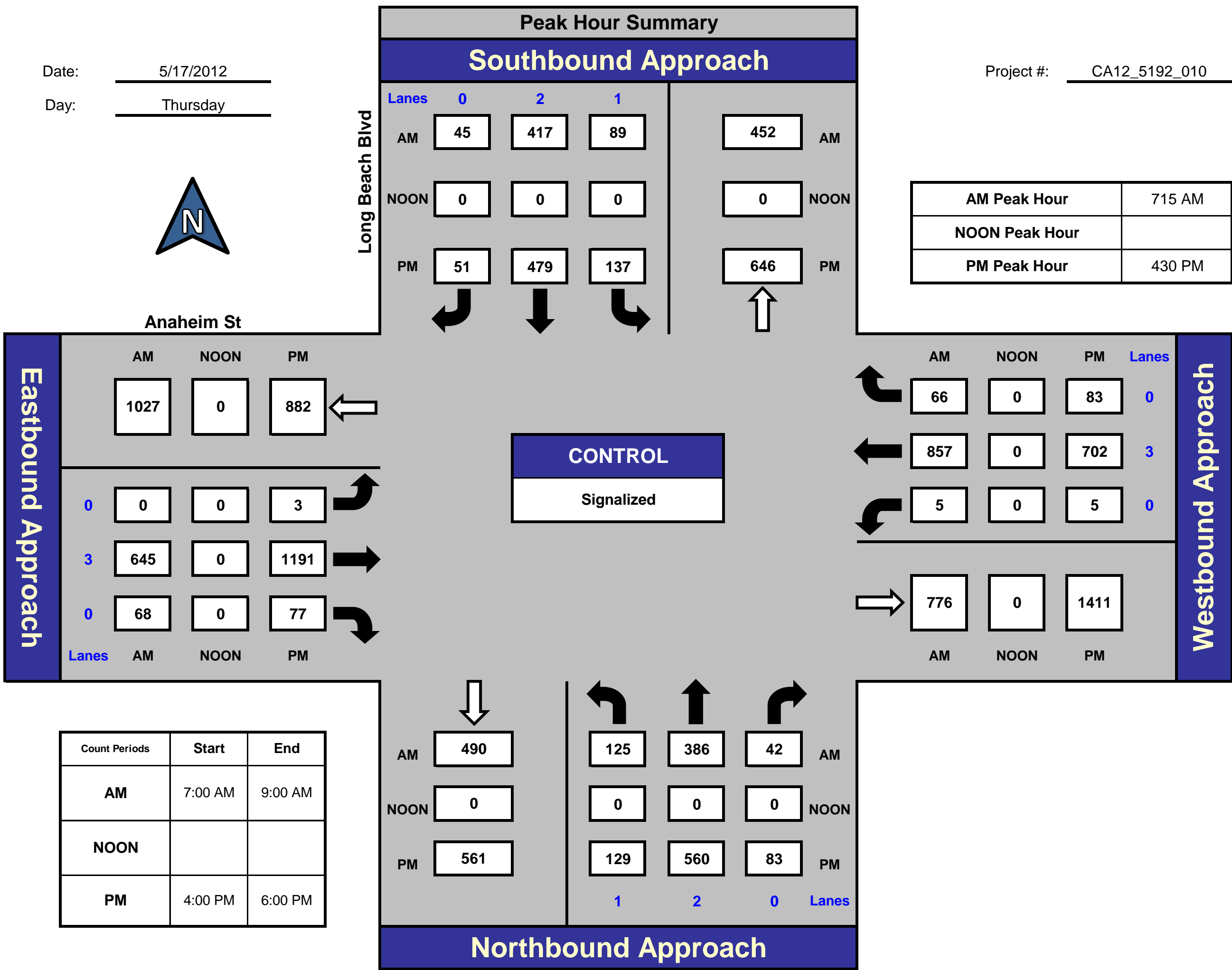


National Data & Surveying Services

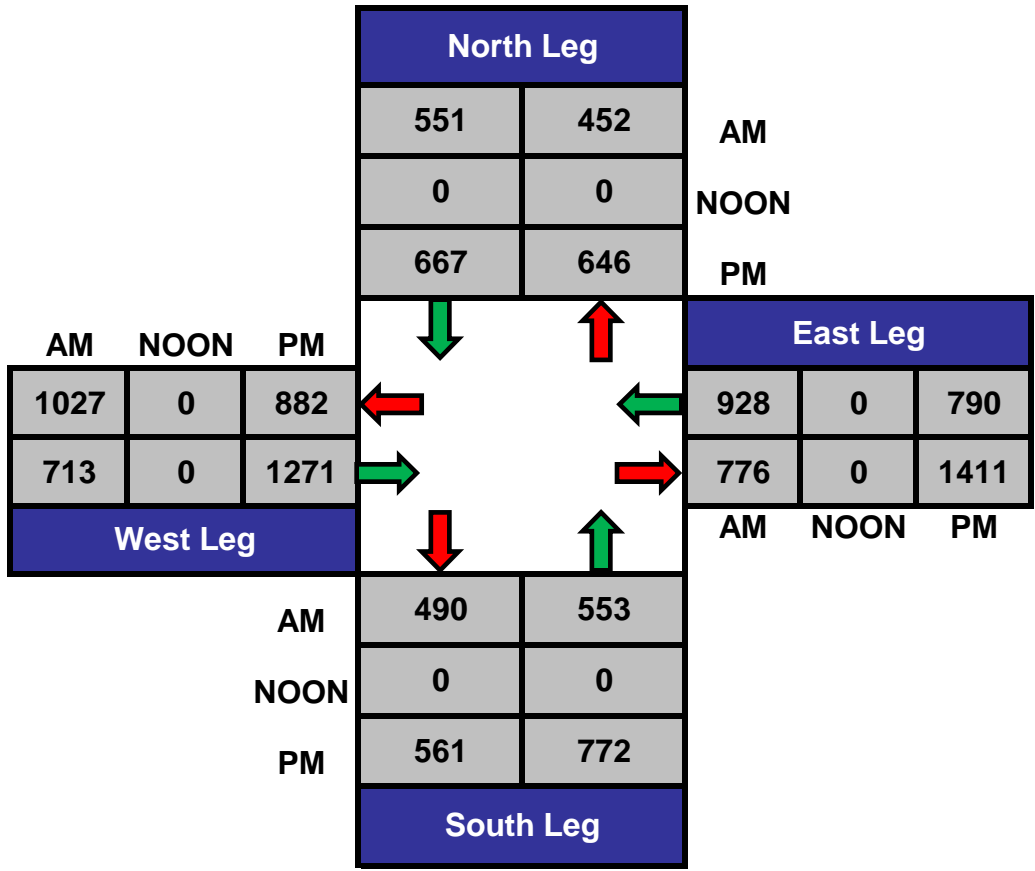
Long Beach Blvd and Anaheim St , City of Long Beach

Date: 5/17/2012
Day: Thursday

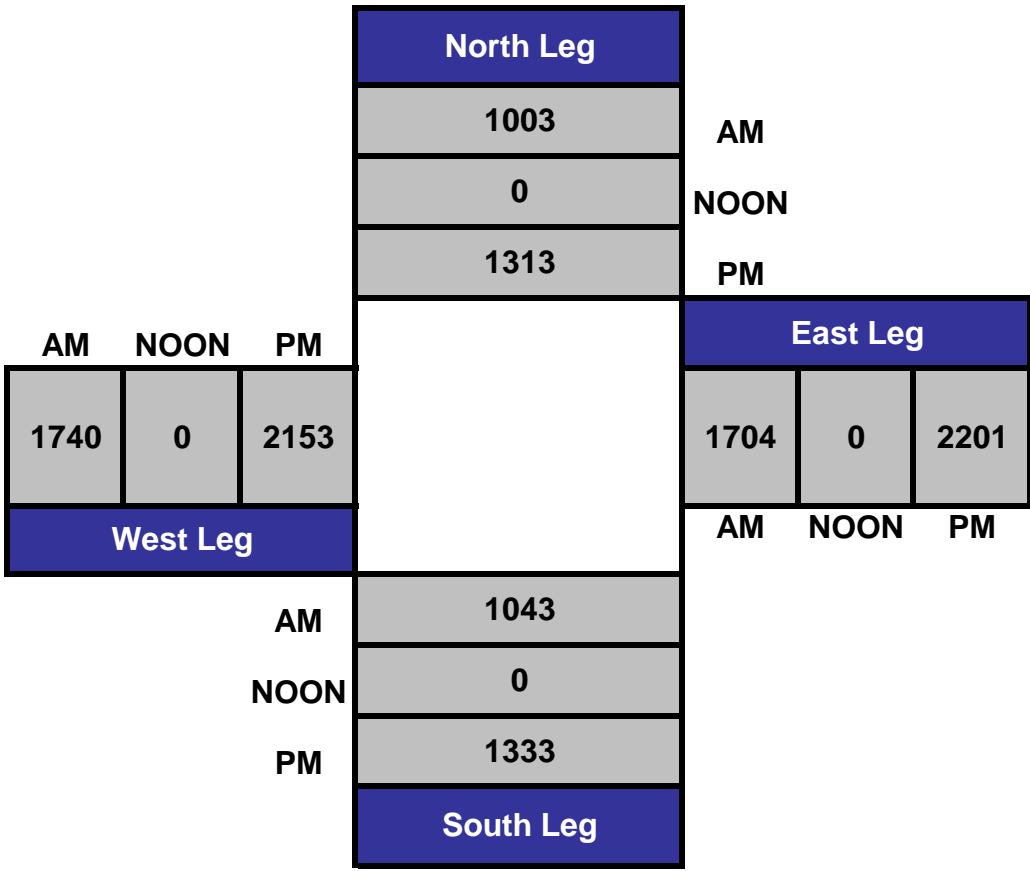
Project #: CA12_5192_010



Total Ins & Outs



Total Volume Per Leg



VOLUME

15th St E/o Long Beach Blvd

Day: Tuesday

Date: 1/14/2014

City: Long Beach

Project #: CA14_5011_009

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0						211	433	644	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			0	0	0		12:00			4	3	7			
00:15			0	0	0		12:15			8	3	11			
00:30			0	0	0		12:30			12	7	19			
00:45			0	0	0		12:45			3	27	10	23	13	50
01:00			0	0	0		13:00			1	7	8			
01:15			0	1	1		13:15			6	2	8			
01:30			1	0	1		13:30			2	3	5			
01:45			0	1	1	2	13:45			1	10	3	15	4	25
02:00			0	1	1		14:00			2	8	10			
02:15			0	0	0		14:15			2	2	4			
02:30			0	0	0		14:30			4	7	11			
02:45			1	1	0	1	14:45			3	11	16	33	19	44
03:00			0	0	0		15:00			6	11	17			
03:15			0	0	0		15:15			3	7	10			
03:30			2	0	2		15:30			2	10	12			
03:45			0	2	0	2	15:45			7	18	9	37	16	55
04:00			0	1	1		16:00			13	12	25			
04:15			0	2	2		16:15			7	9	16			
04:30			0	3	3		16:30			3	15	18			
04:45			1	1	1	7	16:45			5	28	5	41	10	69
05:00			0	1	1		17:00			2	12	14			
05:15			0	0	0		17:15			2	6	8			
05:30			0	2	2		17:30			5	6	11			
05:45			0	3	3	6	17:45			4	13	6	30	10	43
06:00			1	5	6		18:00			3	4	7			
06:15			1	5	6		18:15			3	8	11			
06:30			0	5	5		18:30			2	3	5			
06:45			2	4	9	24	18:45			1	9	3	18	4	27
07:00			1	4	5		19:00			2	8	10			
07:15			1	12	13		19:15			0	3	3			
07:30			0	31	31		19:30			1	4	5			
07:45			4	6	14	61	19:45			0	3	3	18	3	21
08:00			13	9	22		20:00			2	2	4			
08:15			2	6	8		20:15			1	1	2			
08:30			2	3	5		20:30			1	9	10			
08:45			2	19	6	24	20:45			2	6	4	16	6	22
09:00			1	4	5		21:00			0	1	1			
09:15			1	4	5		21:15			1	3	4			
09:30			2	2	4		21:30			1	5	6			
09:45			4	8	4	14	21:45			0	2	5	14	5	16
10:00			1	3	4		22:00			1	5	6			
10:15			3	5	8		22:15			0	0	0			
10:30			3	4	7		22:30			1	3	4			
10:45			3	10	7	19	22:45			0	2	0	8	0	10
11:00			3	7	10		23:00			1	1	2			
11:15			13	3	16		23:15			1	0	1			
11:30			9	4	13		23:30			1	1	2			
11:45			2	27	5	19	23:45			0	3	1	3	1	6
TOTALS	79					177	256	TOTALS	132					256	388
SPLIT %	30.9%					69.1%	39.8%	SPLIT %	34.0%					66.0%	60.2%

DAILY TOTALS					NB	SB	EB				WB	Total
					0	0	211				433	644

AM Peak Hour			10:45	07:15	07:15	PM Peak Hour			15:45	15:45	15:45
AM Pk Volume			28	66	84	PM Pk Volume			30	45	75
Pk Hr Factor			0.538	0.532	0.677	Pk Hr Factor			0.577	0.750	0.750
7 - 9 Volume	0	0	25	85	110	4 - 6 Volume	0	0	41	71	112
7 - 9 Peak Hour			07:45	07:15	07:15	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	21	66	84	4 - 6 Pk Volume	0	0	28	41	69
Pk Hr Factor	0.000	0.000	0.404	0.532	0.677	Pk Hr Factor	0.000	0.000	0.538	0.683	0.690

VOLUME

15th St W/o Long Beach Blvd

Day: Tuesday

Date: 1/14/2014

City: Long Beach

Project #: CA14_5011_010

DAILY TOTALS				NB	SB	EB				WB	Total
				0	0	437				374	811

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			1	2	3	12:00			8	3	11	
00:15			1	1	2	12:15			4	4	8	
00:30			1	1	2	12:30			6	5	11	
00:45			0	3	0	12:45			9	27	14	44
01:00			2	0	2	13:00			4	2	6	
01:15			2	0	2	13:15			6	2	8	
01:30			0	0	0	13:30			11	10	21	
01:45			0	4	1	13:45			8	29	11	46
02:00			2	0	2	14:00			8	3	11	
02:15			0	0	0	14:15			10	7	17	
02:30			0	0	0	14:30			9	2	11	
02:45			1	3	1	14:45			16	43	24	63
03:00			0	0	0	15:00			6	9	15	
03:15			0	0	0	15:15			9	13	22	
03:30			1	0	1	15:30			10	16	26	
03:45			1	2	1	15:45			9	34	19	82
04:00			1	0	1	16:00			8	15	23	
04:15			0	0	0	16:15			3	6	9	
04:30			0	0	0	16:30			9	11	20	
04:45			0	1	0	16:45			7	27	14	66
05:00			0	0	0	17:00			12	18	30	
05:15			0	0	0	17:15			5	9	14	
05:30			5	2	7	17:30			3	6	9	
05:45			4	9	4	17:45			6	26	14	67
06:00			3	0	3	18:00			5	8	13	
06:15			3	0	3	18:15			6	4	10	
06:30			2	0	2	18:30			8	12	20	
06:45			4	12	6	18:45			5	24	9	52
07:00			7	1	8	19:00			4	6	10	
07:15			7	2	9	19:15			4	3	7	
07:30			14	2	16	19:30			7	4	11	
07:45			16	44	17	19:45			5	20	12	40
08:00			4	2	6	20:00			2	4	6	
08:15			5	8	13	20:15			5	2	7	
08:30			4	6	10	20:30			1	3	4	
08:45			3	16	6	20:45			3	11	6	23
09:00			6	6	12	21:00			1	2	3	
09:15			3	10	13	21:15			2	2	4	
09:30			6	6	12	21:30			4	1	5	
09:45			9	24	17	21:45			4	11	9	21
10:00			3	8	11	22:00			3	3	6	
10:15			7	10	17	22:15			4	4	8	
10:30			8	6	14	22:30			1	1	2	
10:45			5	23	8	22:45			2	10	2	18
11:00			12	4	16	23:00			2	1	3	
11:15			3	6	9	23:15			3	1	4	
11:30			7	3	10	23:30			1	0	1	
11:45			6	28	14	23:45			0	6	0	8
TOTALS	169112				281	TOTALS	268262				530	
SPLIT %	60.1%39.9%				34.6%	SPLIT %	50.6%49.4%				65.4%	

DAILY TOTALS				NB	SB	EB				WB	Total
				0	0	437				374	811

AM Peak Hour			07:00	09:15	09:45	PM Peak Hour			14:00	15:15	15:15
AM Pk Volume			44	32	59	PM Pk Volume			43	54	90
Pk Hr Factor			0.688	0.800	0.868	Pk Hr Factor			0.672	0.844	0.865
7 - 9 Volume	0	0	60	25	85	4 - 6 Volume	0	0	53	80	133
7 - 9 Peak Hour			07:00	08:00	07:30	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	44	19	52	4 - 6 Pk Volume	0	0	33	45	78
Pk Hr Factor	0.000	0.000	0.688	0.594	0.765	Pk Hr Factor	0.000	0.000	0.688	0.625	0.650

SIGNAL TIMING ANALYSIS SHEET

Timings 1: Long Beach Boulevard & 14th Street

Existing
AM Peak Hour

	→	↗	↑	↘	↓
Lane Group	EBT	WBR	NBT	SBL	SBT
Lane Configurations		↗	↕	↘	↕
Traffic Volume (vph)	0	68	478	52	530
Future Volume (vph)	0	68	478	52	530
Turn Type		Prot	NA	Prot	NA
Protected Phases		3	2	1	6
Permitted Phases					
Detector Phase		3	2	1	6
Switch Phase					
Minimum Initial (s)		5.0	5.0	5.0	5.0
Minimum Split (s)		9.5	22.5	9.5	22.5
Total Split (s)		10.0	24.0	11.0	35.0
Total Split (%)		22.2%	53.3%	24.4%	77.8%
Yellow Time (s)		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode		None	C-Max	None	C-Max
Act Effect Green (s)	0.0	5.5	31.9	6.2	36.3
Actuated g/C Ratio	0.00	0.12	0.71	0.14	0.81
v/c Ratio	0.19	0.13	0.22	0.23	0.21
Control Delay	0.0	0.4	5.6	19.8	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.0	0.4	5.6	19.8	2.3
LOS	A	A	A	B	A
Approach Delay			5.6		3.8
Approach LOS			A		A

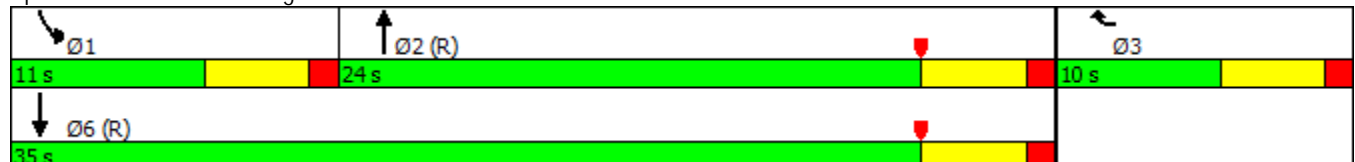
Intersection Summary

Cycle Length: 45
Actuated Cycle Length: 45
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.23
Intersection Signal Delay: 4.2
Intersection Capacity Utilization Err%
Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service H

Splits and Phases: 1: Long Beach Boulevard & 14th Street



Timings

1: Long Beach Boulevard & 14th Street

Existing
PM Peak Hour

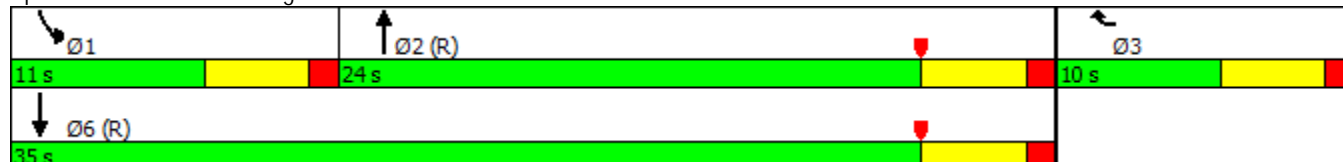


Lane Group	EBT	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	0	42	674	65	662
Future Volume (vph)	0	42	674	65	662
Turn Type		Prot	NA	Prot	NA
Protected Phases		3	2	1	6
Permitted Phases					
Detector Phase		3	2	1	6
Switch Phase					
Minimum Initial (s)		5.0	5.0	5.0	5.0
Minimum Split (s)		9.5	22.5	9.5	22.5
Total Split (s)		10.0	24.0	11.0	35.0
Total Split (%)		22.2%	53.3%	24.4%	77.8%
Yellow Time (s)		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode		None	C-Max	None	C-Max
Act Effect Green (s)	0.0	5.5	31.6	6.4	39.2
Actuated g/C Ratio	0.00	0.12	0.70	0.14	0.87
v/c Ratio	0.15	0.09	0.31	0.28	0.25
Control Delay	0.0	0.4	6.2	20.4	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.0	0.4	6.2	20.4	1.8
LOS	A	A	A	C	A
Approach Delay			6.2		3.4
Approach LOS			A		A

Intersection Summary

Cycle Length: 45
 Actuated Cycle Length: 45
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.31
 Intersection Signal Delay: 4.5
 Intersection LOS: A
 Intersection Capacity Utilization Err%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 1: Long Beach Boulevard & 14th Street



Timings 1: Long Beach Boulevard & 14th Street

Existing + Project (14th Street Only)

AM Peak Hour

	→	↗	↑	↘	↓
Lane Group	EBT	WBR	NBT	SBL	SBT
Lane Configurations		↗	↕	↘	↕
Traffic Volume (vph)	0	85	472	54	530
Future Volume (vph)	0	85	472	54	530
Turn Type		Prot	NA	Prot	NA
Protected Phases		3	2	1	6
Permitted Phases					
Detector Phase		3	2	1	6
Switch Phase					
Minimum Initial (s)		5.0	5.0	5.0	5.0
Minimum Split (s)		9.5	22.5	9.5	22.5
Total Split (s)		10.0	24.7	10.3	35.0
Total Split (%)		22.2%	54.9%	22.9%	77.8%
Yellow Time (s)		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode		None	C-Max	None	C-Max
Act Effect Green (s)	0.0	5.5	32.2	5.8	36.3
Actuated g/C Ratio	0.00	0.12	0.72	0.13	0.81
v/c Ratio	0.19	0.16	0.22	0.26	0.21
Control Delay	0.0	0.6	5.3	20.9	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.0	0.6	5.3	20.9	2.3
LOS	A	A	A	C	A
Approach Delay			5.3		3.9
Approach LOS			A		A

Intersection Summary

Cycle Length: 45

Actuated Cycle Length: 45

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.26

Intersection Signal Delay: 4.1

Intersection LOS: A

Intersection Capacity Utilization Err%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 1: Long Beach Boulevard & 14th Street



Timings
1: Long Beach Boulevard & 14th Street

Existing + Project (14th Street Only)

PM Peak Hour

	→	↖	↑	↗	↓
Lane Group	EBT	WBR	NBT	SBL	SBT
Lane Configurations		↖	↕	↗	↕
Traffic Volume (vph)	0	53	674	71	662
Future Volume (vph)	0	53	674	71	662
Turn Type		Prot	NA	Prot	NA
Protected Phases		3	2	1	6
Permitted Phases					
Detector Phase		3	2	1	6
Switch Phase					
Minimum Initial (s)		5.0	5.0	5.0	5.0
Minimum Split (s)		9.5	22.5	9.5	22.5
Total Split (s)		10.0	24.0	11.0	35.0
Total Split (%)		22.2%	53.3%	24.4%	77.8%
Yellow Time (s)		3.5	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode		None	C-Max	None	C-Max
Act Effect Green (s)	0.0	5.5	31.5	6.4	39.2
Actuated g/C Ratio	0.00	0.12	0.70	0.14	0.87
v/c Ratio	0.15	0.11	0.32	0.31	0.25
Control Delay	0.0	0.5	6.2	20.8	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.0	0.5	6.2	20.8	1.8
LOS	A	A	A	C	A
Approach Delay			6.2		3.5
Approach LOS			A		A

Intersection Summary

Cycle Length: 45

Actuated Cycle Length: 45

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.32

Intersection Signal Delay: 4.6

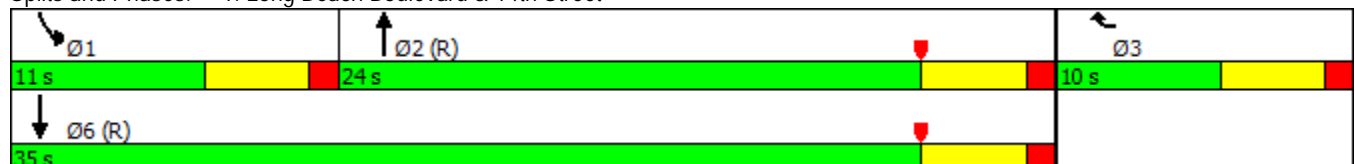
Intersection LOS: A

Intersection Capacity Utilization Err%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 1: Long Beach Boulevard & 14th Street



SIGNAL WARRANT ANALYSIS SHEETS

Major Street Long Beach Boulevard
 Minor Street 15th Street

Project 1400 Long Beach Boulevard
 Scenario Existing Conditions
 Peak Hour AM

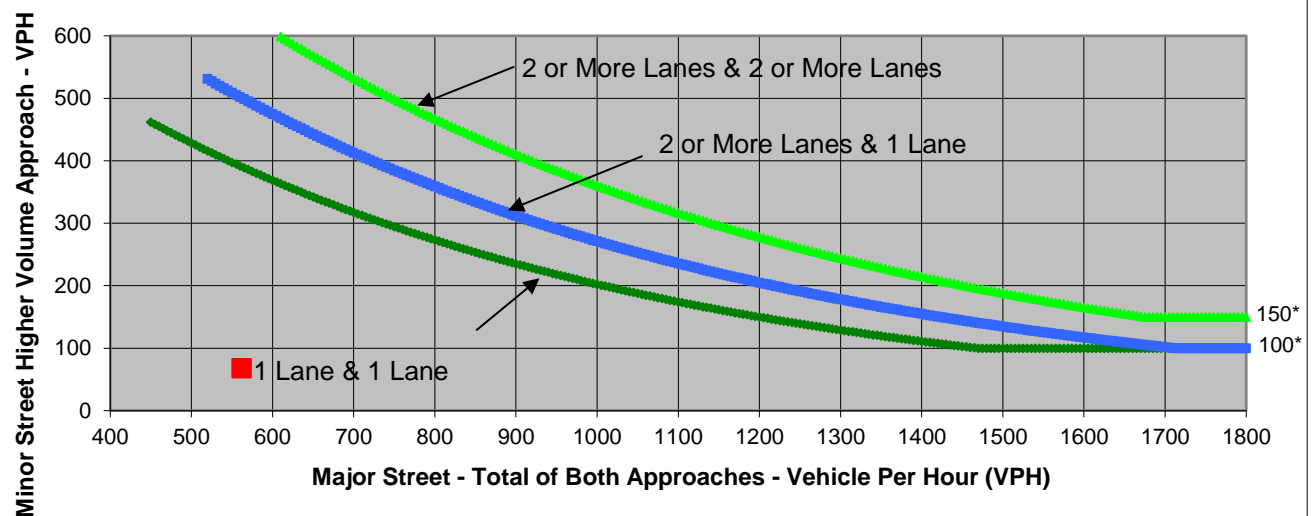
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	540	0	0	0
Right	22	0	0	68
Total	562	0	0	68

Major Street Direction

x	North/South
	East/West

Warrant 3B, Peak Hour



	Major Street	Minor Street	Warrant Met
	Long Beach Boulevard	15th Street	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	562	68	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Long Beach Boulevard
 Minor Street 15th Street

Project 1400 Long Beach Boulevard
 Scenario Existing Conditions
 Peak Hour PM

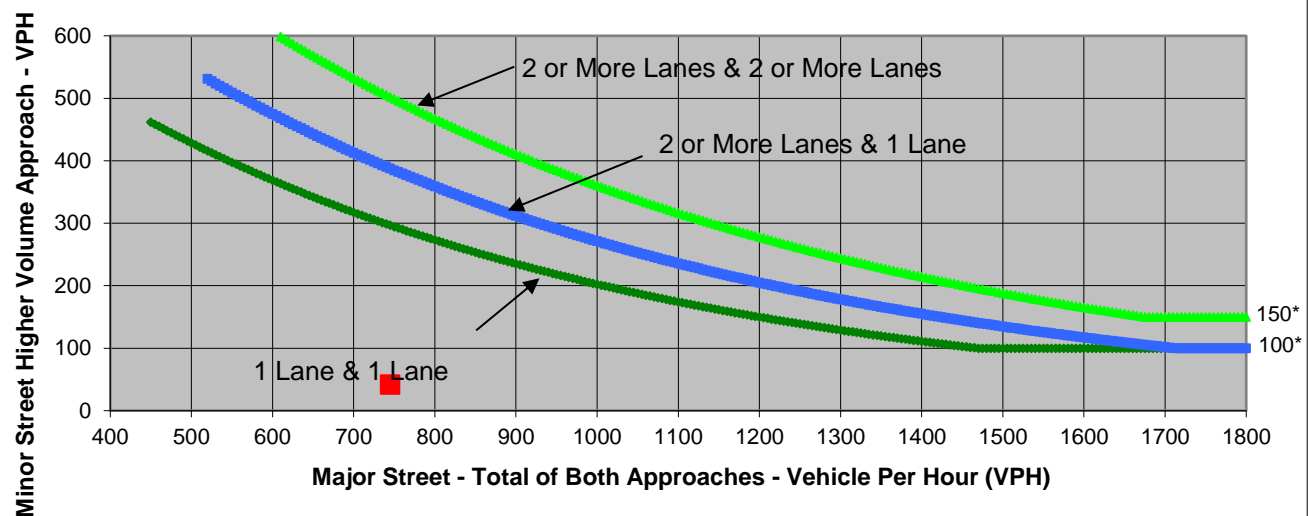
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	716	0	0	0
Right	29	0	0	42
Total	745	0	0	42

Major Street Direction

x	North/South
	East/West

Warrant 3B, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Long Beach Boulevard	15th Street	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	745	42	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Long Beach Boulevard
Minor Street 15th Street

Project 1400 Long Beach Boulevard
Scenario Existing plus Project (15th Street)
Peak Hour AM

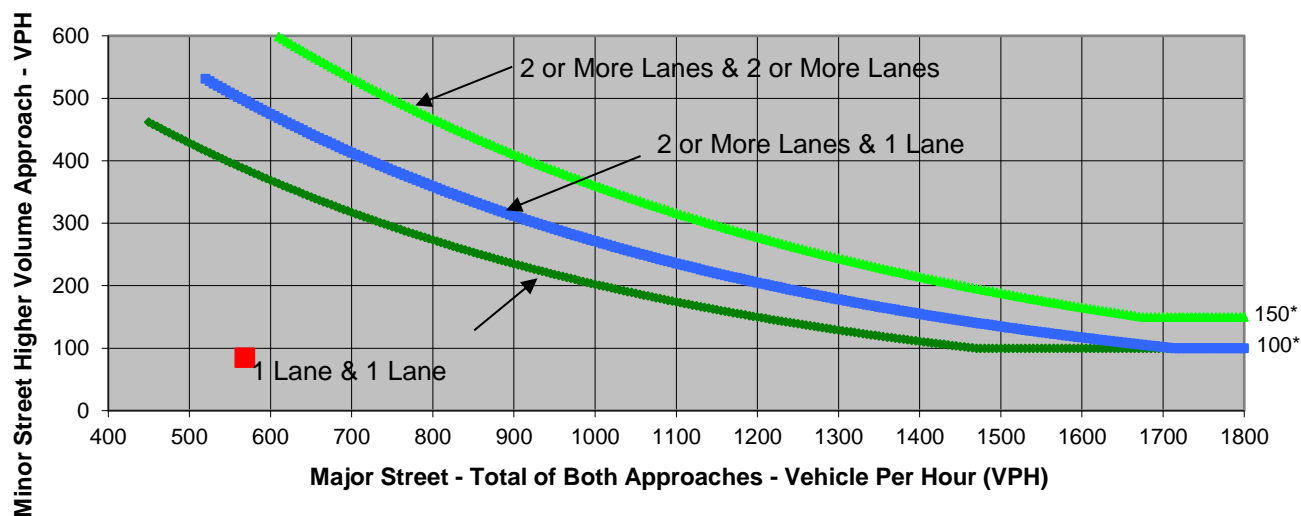
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	540	0	0	0
Right	28	0	0	85
Total	568	0	0	85

Major Street Direction

x	North/South
	East/West

Warrant 3B, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Long Beach Boulevard	15th Street	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	568	85	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.

Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Long Beach Boulevard
 Minor Street 15th Street

Project 1400 Long Beach Boulevard
 Scenario Existing plus Project (15th Street)
 Peak Hour PM

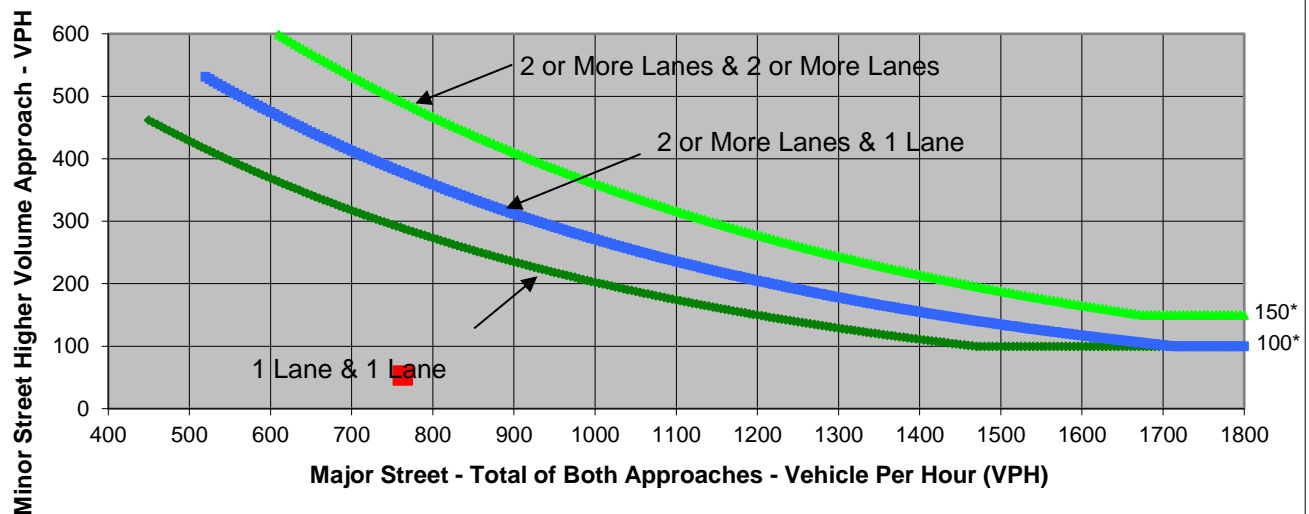
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	716	0	0	0
Right	47	0	0	53
Total	763	0	0	53

Major Street Direction

x	North/South
	East/West

Warrant 3B, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Long Beach Boulevard	15th Street	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	763	53	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			