

FINAL

**Globemaster Corridor Specific Plan  
Program EIR/EIS (SCH No. 2018091021)  
EIR-03-17**

*Prepared for:*

**City of Long Beach**

Department of Development Services, Planning Bureau

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NOVEMBER 2020



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# Acronyms and Abbreviations

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Acronym/Abbreviation	Definition
ALUC	Airport Land Use Commission
Caltrans	California Department of Transportation
CEQ	Council of Environmental Quality
CEQA	California Environmental Quality Act
City	City of Long Beach
ECR	Environmental Commitments Record
EIR	Environmental Impact Report
FAA	Federal Aviation Administration
GCSP	Globemaster Corridor Specific Plan
I	Interstate
ICU	Intersection Capacity Utilization
LACSD	Los Angeles County Sanitation District
LBWD	Long Beach Water District
LOS	level of service
mgd	million gallons per day
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MWD	Metropolitan Water District
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
PEIR	Program Environmental Impact Report
PEIS	Program Environmental Impact Statement
Plan Area	GCSP area
Proposed Project	Globemaster Corridor Specific Plan
VMT	vehicle miles traveled

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# 1 Introduction to the Final PEIR/PEIS

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## 1.1 Introduction

This Final joint Program Environmental Impact Report (PEIR) and Program Environmental Impact Statement (PEIS) has been prepared by the City of Long Beach (City) to assess the potentially significant environmental effects of the proposed Globemaster Corridor Specific Plan (GCSP; Proposed Project). The City of Long Beach is the lead agency for the Proposed Project under the California Environmental Quality Act (CEQA). The Department of Defense Office of Economic Adjustment is the lead agency under the National Environmental Policy Act (NEPA).

As described in the Draft PEIR/PEIS, the Proposed Project provides a framework for the development and improvement of the GCSP land use districts and overlay zones. The GCSP area (Plan Area) totals 437 acres and is located in the north-central portion of the City of Long Beach, on the west and south sides of the Long Beach Airport.

The applicant is the City of Long Beach. The City has developed the GCSP as part of a comprehensive transition program in the wake of the closure of the C-17 Globemaster military aircraft production facility owned by the Boeing Corporation (C-17 Site). The GCSP will build upon the work developed during phase one of the C-17 Transition Master Plan in 2016, and will provide a strategic planning framework for attracting quality industries and improving the character, design, and functionality of the Plan Area. The C-17 Site is located on the east side of Cherry Avenue, adjacent to the west side of the Long Beach Airport. The central portion of the Plan Area includes an approximately 93-acre site that consisted of former Boeing aircraft manufacturing facilities, while the remainder of the Plan Area includes industrial and commercial corridors and nodes along Cherry Avenue and Spring Street.

Building on the legacy of the Boeing aircraft manufacturing industry and the high-quality jobs it provided, the GCSP aims to continue to attract and optimize new work opportunities to retain the regional skills base, expertise, and competitive economies of Long Beach Airport, the City of Long Beach, and the Southern California region. The GCSP represents the next step in the overall transition of the former Boeing C-17 Site and surrounding Plan Area. The GCSP assigns appropriate land use districts for land properties within the Plan Area, including six districts and two overlay zones. The GCSP establishes a land use and mobility plan, development regulations, design guidelines, infrastructure requirements, and implementation strategies necessary to becoming a flexible commercial and industrial district in the City of Long Beach. No residential component is included in the GCSP.

This Final PEIR/PEIS may be utilized by the City and any other governmental entities, as responsible agencies, for approvals needed in connection with the Proposed Project, whether or not such agencies or specific approvals are listed below.

- Zoning Code Amendment/Specific Plan Approval
- Zone Change
- Certification of the PEIR/PEIS

As described in the State CEQA Guidelines, public agencies are charged with the duty to avoid or substantially lessen significant environmental effects, with consideration of other conditions, including economic, social, technological, legal, and other benefits. As required by CEQA, this Final PEIR/PEIS assesses the significant direct and indirect environmental effects of the Proposed Project, as well as the significant cumulative impacts that could occur from implementation of the Proposed Project. This Final PEIR/PEIS is an informational document only, the

purpose of which is to identify the significant effects of the Proposed Project on the environment; to indicate how those significant effects could be avoided or significantly lessened, including feasible mitigation measures; to identify any significant and unavoidable adverse impacts that cannot be mitigated to less than significant; and to identify reasonable and feasible alternatives to the Proposed Project that would avoid or substantially lessen any significant adverse environmental effects associated with the Proposed Project and achieve the fundamental objectives of the Proposed Project.

Before approving a project, CEQA requires the lead agency to prepare and certify a Final PEIR/PEIS. The contents of a Final PEIR/PEIS are specified in Section 15132 of the State CEQA Guidelines, as follows:

The Final PEIR/PEIS shall consist of:

- (a) The Draft PEIR/PEIS or a revision of the Draft.
- (b) Comments and recommendations received on the Draft PEIR/PEIS either verbatim or in summary.
- (c) A list of persons, organizations, and public agencies commenting on the Revised Draft PEIR/PEIS.
- (d) The responses of the lead agency to significant environmental points raised in the review and consultation process.
- (e) Any other information added by the lead agency.

The responses to comments (Chapter 2, Responses to Comments, of this Final PEIR/PEIS) include copies of all the letters received during the Draft PEIR/PEIS public review period, as described further below, as well as responses to all comments received. The lead agency must provide each agency that commented on the Draft PEIR/PEIS with a copy of the lead agency's proposed response at least 10 days before certifying the Final PEIR/PEIS.

In addition to these responses to comments, the Final PEIR/PEIS contains clarifications, corrections, or minor revisions to the text, tables, figures, and appendices of the Draft PEIR/PEIS. The Draft PEIR/PEIS has not been modified to reflect these clarifications, except as shown in Chapter 3, Changes to the Draft PEIR/PEIS, of this Final PEIR/PEIS. The Final PEIR/PEIS will be used by the City of Long Beach City Council in the decision-making process for the Proposed Project.

## 1.2 Contents and Organization of Final PEIR/PEIS

The Final PEIR/PEIS, in compliance with Section 15132 of the State CEQA Guidelines, is organized as follows:

**Chapter 1, Introduction to Final Environmental Impact Report.** This chapter provides general information on, and the procedural compliance of, the Proposed Project and the Final PEIR/PEIS.

**Chapter 2, Responses to Comments.** This chapter includes a list of those who provided comments on the Draft PEIR/PEIS during the public review period. This chapter also includes the comments received on environmental issues raised during the public review process for the Draft PEIR/PEIS and the City's responses to these comments. Each comment is assigned a comment number that corresponds to a response number and response.

**Chapter 3, Changes to the Draft PEIR/PEIS.** This chapter contains a summary of changes made to the document since publication of the Draft PEIR/PEIS as a result of comments received. Revisions were made to clarify information presented in the Draft PEIR/PEIS; only minor technical changes or additions have been made. These changes and additions to the Draft PEIR/PEIS do not raise important new issues related to significant effects on the environment, and are insignificant as the term is used in Section 15088.5(b) of the State CEQA Guidelines. This chapter describes the changes that were made and presents the textual changes made since public review of the

Draft PEIR/PEIS. Changes are signified by ~~strikeout~~ (i.e., ~~strikeout~~) where text was removed and by underlined text (i.e., underline) where text was added.

**Chapter 4, Mitigation Monitoring and Reporting Program/Environmental Commitments Record.** This chapter includes the reporting and monitoring program for the mitigation measures incorporated into the Proposed Project or included as conditions of approval. The program is designed to ensure compliance with the PEIR/PEIS during Proposed Project implementation.

## 1.3 Public Review/Public Involvement

The Draft PEIR/PEIS process consists of three parts: (1) the Notice of Preparation (NOP) and Initial Study (IS), (2) Draft PEIR/PEIS, and (3) Final PEIR/PEIS. The NOP and IS were intended to encourage interagency communication concerning the proposed action and provide sufficient background information about the proposed action so that agencies, organizations, and members of the public could respond with specific comments and questions on the scope and content of the Draft PEIR/PEIS. Based upon the information contained within the NOP and IS, the City concluded that a PEIR/PEIS should be prepared.

The NOP and IS for this PEIR/PEIS were distributed to the State Clearinghouse, interested agencies, and groups on September 12, 2018. Pursuant to Section 15082 of the State CEQA Guidelines, recipients of the NOP and IS were requested to provide responses within 30 days after their receipt of the NOP. The 30-day NOP public review period ended October 11, 2018. The IS and NOP are contained in Appendix A-1, Initial Study, and Appendix A-2, Notice of Preparation, respectively, of the Draft PEIR/PEIS. Comments received during the NOP public review period were considered during the preparation of this PEIR/PEIS. The NOP and IS comments are included in Appendix A-3, Notice of Preparation Comment Letters, of the Draft PEIR/PEIS.

A Notice of Availability of the Draft PEIR/PEIS was sent to agencies and interested parties on August 3, 2020, and the Draft PEIR/PEIS was circulated for a 45-day public review period from August 3, 2020, to September 17, 2020. Copies of the Notice of Availability were sent to approximately 200 interested parties, including agencies, environmental and public interest groups, Native American tribes, potentially affected landowners and other interested individuals and groups, County of Los Angeles entities, local unions, state offices, utilities, and libraries in the vicinity of the Proposed Project. Due to the State of Emergency declared by local, state, and federal authorities due to the COVID-19 pandemic, the Draft PEIR/PEIS was made available only in electronic format on the City's website (<http://www.longbeach.gov/lbds/planning/environmental/reports>).

When an EIS is prepared, NEPA requires lead agencies to prepare a Record of Decision setting forth the agency's decision on that project, describing the alternatives considered, and stating whether mitigation measures have been adopted (40 CFR 1505.2). In the case of this PEIR/PEIS, the Department of Defense, as the NEPA lead agency, has given the City of Long Beach, as the CEQA lead agency, primary responsibility for carrying out this PEIR/PEIS. As such, the City will not publish in the Federal Register. Instead, the City will provide an electronic copy of the entire PEIR/PEIS to federal agencies that have agreed to receive the document.

The City received eight comment letters during the public review period. A list of the comments received, copies of the comment letters received, and responses to comments are included in Chapter 2 of this Final PEIR/PEIS. Chapter 2 will be emailed to public agencies that commented on the Draft PEIR/PEIS 10 days prior to the City of Long Beach City Council meeting on the Proposed Project, per State CEQA Guidelines Section 15088(b). The Final PEIR/PEIS will also be posted on the City's website (<http://www.longbeach.gov/lbds/planning/environmental/reports>).

## 1.4 Final PEIR/PEIS

This Final PEIR/PEIS addresses the comments received during the public review period and includes minor changes to the text of the Draft PEIR/PEIS in accordance with comments that necessitated revisions. This Final PEIR/PEIS will be presented to the Planning Commission and City Council for potential certification as the environmental document for the Proposed Project. As noted above, all agencies and interested parties who commented on the Draft PEIR/PEIS will be provided with written responses at least 10 days before certification of the Final PEIR/PEIS, pursuant to CEQA Guidelines Section 15088(b). The Final PEIR/PEIS will also be posted on the City's website.

Pursuant to CEQA Guidelines Section 15091, the City shall make findings for each of the significant effects identified in the PEIR/PEIS and shall support the findings with substantial evidence in the record. After considering the Final PEIR/PEIS in conjunction with the findings pursuant to Section 15091, the lead agency will decide whether or how to approve or carry out the Proposed Project. The Final PEIR/PEIS identified potentially significant effects that could result from GCSP implementation. The City finds that inclusion of certain mitigation measures as part of GCSP approval would reduce potentially significant effects to less than significant with the exception of impacts to air quality, cultural resources, greenhouse gas emissions, and transportation.

In addition, when approving a project, public agencies must also adopt a Mitigation Monitoring and Reporting Program (MMRP)/Environmental Commitments Record (ECR) describing the changes that were incorporated into a project or made a condition of project approval to mitigate or avoid significant effects on the environment (CEQA Guidelines Section 15097). The MMRP/ECR contained herein is adopted at the time of GCSP approval and is designed to ensure compliance during GCSP implementation. Upon approval of the GCSP, the City will be responsible for implementation of the GCSP's MMRP/ECR.

## 1.5 Revisions to the Draft PEIR/PEIS

Comments received during the public review period for the Draft PEIR/PEIS resulted in minor clarifications and modifications in the text of the Draft PEIR/PEIS. In addition, minor editorial corrections have been made to sections of the Draft PEIR/PEIS. These changes are included as part of the Final PEIR/PEIS (Chapter 3), to be presented to City decision makers for certification and GCSP approval.

CEQA Guidelines Section 15088.5 sets forth requirements for why a lead agency must recirculate an Environmental Impact Report (EIR). A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR, but before certification of the Final EIR. New information may include changes in the project or environmental setting, as well as additional data or other information. New information added to an EIR is not considered significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. As defined in CEQA Guidelines Section 15088.5(a), significant new information requiring recirculation includes the following:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
4. The Draft EIR was so fundamentally and basically inadequate and conclusory that meaningful public review and comment were precluded.

The minor clarifications, modifications, and editorial corrections that were made to the Draft PEIR/PEIS are shown in Chapter 3 of this Final PEIR/PEIS. As stated in CEQA Guidelines Section 15088.5(b), “recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.” None of the revisions that have been made to the Draft PEIR/PEIS resulted in new significant impacts; none of the revisions resulted in a substantial increase in the severity of an environmental impact identified in the Draft PEIR/PEIS; and none of the revisions introduced a feasible project alternative or mitigation measure that is considerably different from those set forth in the Draft PEIR/PEIS. Furthermore, the revisions do not cause the Draft PEIR/PEIS to be so fundamentally flawed that it precludes meaningful public review. Because none of the CEQA criteria for recirculation have been met, recirculation of the PEIR/PEIS is not warranted.

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## 2 Responses to Comments

This chapter of the Final Program Environmental Impact Report (PEIR) and Program Environmental Impact Statement (PEIS) includes a copy of all comment letters that were submitted during the public review period for the Draft PEIR/PEIS (State Clearinghouse No. 2018091021) for the proposed Globemaster Corridor Specific Plan (GCSP; Proposed Project), along with responses to comments in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15088 and National Environmental Protection Act. The 45-day public review period for the Draft PEIR/PEIS began on August 3, 2020 and ended on September 17, 2020.

All written comment letters received on the Draft PEIR/PEIS have been coded with a number to facilitate identification and tracking (see Table 2-1, Comments Received on the Draft PEIR/PEIS). These numbered comment letters were reviewed and divided into individual comments, with each comment containing a single theme, issue, or concern. Individual comments and the responses to them were assigned corresponding numbers (e.g., 2-1, 2-2, 2-3). Each numbered comment letter is the submittal of an individual, agency, or organization. To aid readers and commenters, electronically bracketed comments have been reproduced in this document, with the corresponding responses provided immediately following the comments. The agencies and interested parties listed in Table 2-1 submitted letters during the public review period for the Draft PEIR/PEIS.

Any changes made to the text of the Draft PEIR/PEIS correcting information, data, or intent, other than minor typographical corrections or minor working changes, are noted in this Final PEIR/PEIS, Chapter 3, as changes from the Draft PEIR/PEIS. Where a comment results in a change to the Draft PEIR/PEIS text, a notation is made in the response indicating that the text is revised. Changes in text are signified by strikeouts (~~strikeouts~~) where text is removed, and by underlined font (underlined font) where text is added.

**Table 2-1. Comments Received on the Draft PEIR/PEIS**

Comment Letter Designation	Commenter	Date
1	Los Angeles County Sanitation District, Facilities Planning Department, Adriana Raza, Customer Specialist	August 20, 2020
2	Metropolitan Water District, Environmental Planning Section, Sean Carlson, Team Manager	September 2, 2020
3	County of Los Angeles Airport Land Use Commission, Bruce Durbin, Supervising Regional Planner	September 10, 2020
4	California Department of Transportation, Miya Edmonson, IGR/CEQA Branch Staff	September 10, 2020
5	Long Beach Airport Department (City of Long Beach), Juan Lopez-Rios, Deputy Director	September 16, 2020
6	City of Signal Hill, Colleen T. Doan, Community Development Director	September 17, 2020
7	Long Beach Water Department (City of Long Beach), Dennis A. Santos, P.E. Manager of Engineering	September 24, 2020
8	Long Beach Water Department (City of Long Beach), Dean Wang, Manager of Water Resources	September 24, 2020

**Notes:** PEIR = Program Environmental Impact Report; PEIS = Program Environmental Impact Statement.

To finalize the PEIR/PEIS for the Proposed Project, the following responses have been prepared for comments that were received during the public review period. These responses will be distributed to the public agency commenters as required by CEQA Guidelines Section 15088(b) and the City of Long Beach as the lead agency.

### Comment Letter 1



**LOS ANGELES COUNTY  
SANITATION DISTRICTS**  
*Converting Waste Into Resources*

**Robert C. Ferrante**  
Chief Engineer and General Manager  
1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
(562) 699-7411 • www.lacsd.org

August 20, 2020

Ref. DOC 5857175

Ms. Maryanne Cronin, Planner  
Development Services  
City of Long Beach  
333 West Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, CA 90802

Dear Ms. Cronin:

#### DEIR Response for Globemaster Corridor Specific Plan

The Los Angeles County Sanitation Districts (Districts) received a Draft Environmental Impact Report (DEIR) for the subject project on August 3, 2020. The proposed project area is located within the jurisdictional boundary of District No. 3. Previous comments submitted by the Districts in correspondence dated October 10, 2018 (copy enclosed), to your Mr. Craig Chalfant of your agency, still apply to the subject project with the following updated information:

1-1

- The Joint Water Pollution Control Plant located currently processes an average flow of 261.1 million gallons per day (mgd). The Long Beach Water Reclamation Plant currently processes an average flow of 12.7 mgd.

1-2

All other information concerning Districts' facilities and sewerage service contained in the document is current. If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717 or at [araza@lacsd.org](mailto:araza@lacsd.org).

1-3

Very truly yours,

A handwritten signature in cursive script, appearing to read "Adriana Araya".

Customer Service Specialist  
Facilities Planning Department

AR:ar

Enclosure

DOC 5878274.D03



## COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
[www.ccsd.org](http://www.ccsd.org)

GRACE ROBINSON HYDE  
Chief Engineer and General Manager

October 10, 2018

Ref. Doc. No.: 4728359

Mr. Craig Chalfant, Senior Planner  
Development Services/Planning Bureau  
City of Long Beach  
333 West Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, CA 90802

Dear Mr. Chalfant:

### NOP Response for the Globemaster Corridor Specific Plan

The Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on September 13, 2018. The proposed project area is located within the jurisdictional boundaries of District No. 3. We offer the following comments regarding sewerage service:

1. The Districts own, operate, and maintain the large trunk sewers that form the backbone of the regional wastewater conveyance system. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. As such, the Districts cannot comment on any deficiencies in the sewerage system in the City of Long Beach (City) except to state that presently no deficiencies exist in Districts' facilities that serve the City. For information on deficiencies in the City sewerage system, please contact the City Department of Public Works and/or the Los Angeles County Department of Public Works.
2. The Districts should review individual developments within the proposed project area in order to determine whether or not sufficient trunk sewer capacity exists to serve each project and if Districts' facilities will be affected by the project.
3. The wastewater generated by the City is treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a capacity of 400 million gallons per day (mgd) and currently produces an average flow of 254.7 mgd, or the Long Beach Water Reclamation Plant, which has a capacity of 25 mgd and currently produces an average recycled water flow of 9.8 mgd.
4. In order to estimate the volume of wastewater a development project will generate, go to [www.lacsd.org](http://www.lacsd.org), Wastewater & Sewer Systems, click on Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link for a copy of the Districts' average wastewater generation factors.
5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System. Although the

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DOC 4728359.D03

Mr. Craig Chalfant

-2-

October 10, 2018

proposed plan area is currently receiving sewerage service, anyone increasing the quantity of wastewater discharged due to development projects on parcels already connected to the sewerage system is required to pay a connection fee. For more information and a copy of the Connection Fee Information Sheet, go to [www.lacsd.org](http://www.lacsd.org), Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. In determining the impact to the Sewerage System and applicable connection fees, the Districts' Chief Engineer will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,



Adriana Raza  
Customer Service Specialist  
Facilities Planning Department

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Cont.

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## Response to Comment Letter 1

Los Angeles County Sanitation District, Facilities Planning Department  
Adriana Raza, Customer Specialist  
August 20, 2020

- 1-1** This comment for the proposed Globemaster Corridor Specific Plan (GCSP; Proposed Project) is introductory in nature. This comment states the Proposed Project is located within the jurisdictional boundary of Los Angeles County Sanitation District's (LACSD) District No. 3 and that comments submitted October 10, 2018, are still applicable with updated information. Per State California Environmental Quality Act (CEQA) Guidelines Section 15088, the lead agency shall respond to comments raising significant environmental issues. Since this comment does not raise significant environmental issues, no further response is required or provided.
- 1-2** The comment states the following updated information to the comments on the Notice of Preparation (NOP) dated September 2018: The Joint Water Pollution Control Plan currently processes an average flow of 261.1 million gallons per day (mgd). The Long Beach Water Reclamation Plant currently processes an average flow of 12.7 mgd. The City of Long Beach (City) acknowledges this comment and has made the following revisions to the Draft Program Environmental Impact Report/Program Environmental Impact Statement (PEIR/PEIS), as indicated in Chapter 3, Changes to the Draft PEIR/PEIS, of this Final PEIR/PEIS:

Section 3.13, Utilities and Service Systems, page 3.13-1: The wastewater generated by the City of Long Beach (City) is treated at the Joint Water Pollution Control Plant, located in the City of Carson, which has a capacity of 400 million gallons per day (mgd) and currently produces an average flow of ~~254.7~~261.1 mgd. As a result, the facility has a remaining capacity of ~~138.9~~145.3 mgd. In addition, wastewater generated in the City is treated at the Long Beach Water Reclamation Plant, located at 7400 East Willow Street, which has a capacity of 25 mgd and currently produces an average recycled water flow of ~~9.8~~12.7 mgd (LACSD 2018a). As a result, the facility has a remaining capacity of ~~12.3~~15.2 mgd. Combined, these two facilities have a remaining capacity of ~~151.2~~160.5 mgd. Tertiary treated sewage from these facilities is used to irrigate public landscaping through the recycled water program and recharge the groundwater basin. The wastewater infrastructure for the immediate Plan Area vicinity primarily consists of vitrified clay pipe.

This revision is to ensure consistency with existing conditions for processing quantities by the LACSD included in the Draft PEIR/PEIS analysis in Section 3.13.1, Existing Conditions, of the Draft PEIR/PEIS. Furthermore, as noted in Chapter 3 of this Final PEIR/PEIS, the Proposed Project would result in 903,507 gallons per day or 0.9 mgd of wastewater. These updates to treatment capacity would not result insufficient capacity to serve the GCSP. As such, there is sufficient wastewater treatment capacity within the LACSD facilities to accommodate the increase in wastewater demand City-wide, and no major improvements are required. Mitigation Measure (MM-)UTIL-1 requires future development and/or redevelopment projects under the GCSP to have a site-specific and project-specific utilities report at the time of project entitlements. MM-UTIL-1 would also require obtaining "will serve" letters from all applicable utility providers, which includes the LACSD and Long Beach Water District (LBWD) for wastewater conveyance facilities and sanitary sewers in the Plan Area. The proposed update does not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

- 1-3** This comment provides a contact for any questions on the letter. This comment does not raise which issues were not adequately addressed; therefore, no further response is required or provided.
- 1-4** This comment letter was provided as part of the October 10, 2018, comment letter from the LACSD in response to the NOP and Initial Study for the GCSP. The commenter addresses the LACSD's role in the regional wastewater system and notes that LACSD cannot comment on any deficiencies in the sewage system in the City except to note that there are none. The comment directs any questions regarding deficiencies in the City's sewer system to the City or County Department of Public Works. This comment letter was included in its entirety in Appendix A of the Draft PEIS/PEIS for the GCSP. The content of the letter was incorporated into the analysis of the Draft PEIR/PEIS. This comment does not raise which issues were not adequately addressed; therefore, no further response is required or provided.
- 1-5** The comment states that LACSD should review individual projects to determine whether or not sufficient trunk sewer capacity exists to serve each GCSP project, and if LACSD facilities will be affected by the GCSP. This comment letter was provided as part of the October 10, 2018, comment letter from the LACSD in response to the NOP and Initial Study for the GCSP. This comment letter was included in its entirety in Appendix A of the Draft PEIS/PEIS for the GCSP. The content of the letter was reviewed and considered during preparation of the Draft PEIR/PEIS. The PEIR/PEIS was prepared as a program-level document. Although the legally required contents of a PEIR are the same as those of a project Environmental Impact Report (EIR), PEIRs are typically more conceptual and may contain a more general or qualitative discussion of impacts, alternatives, and mitigation measures than a Project EIR. Therefore, the Draft PEIR/PEIS does not detail individual projects within the GCSP area (Plan Area) because that level of detail is not available at this time.
- However, the Draft PEIR/PEIS describes the role LACSD would have in future individual project development. As stated in Section 3.13, Utilities and Service Systems, of the Draft PEIR/PEIS:
- Page 3.13-20: The LACSD would review individual developments within the Plan Area in order to determine whether or not sufficient trunk sewer capacity exists to serve each project and whether LACSD facilities would be affected by each project. The LACSD is empowered by the California Health and Safety Code to charge a fee for connection (directly or indirectly) to the District's sewerage system. Although the Plan Area is currently receiving sewerage service, any entity increasing the quantity of wastewater discharged due to development projects on parcels already connected to the sewerage system would be required to pay a connection fee.
- Page 3.13-21: Mitigation measure MM-UTIL-1 requires future development and/or redevelopment projects under the GCSP to have a site-specific and project-specific utilities report at the time of project entitlements. This mitigation measure would also require obtaining "will serve" letters from all applicable utility providers, which includes the LACSD and LBWD for wastewater conveyance facilities and sanitary sewers in the plan area.
- 1-6** The comment notes the existing capacity of the Joint Water Pollution Control Plan and of the Long Beach Water Reclamation Plant; these have been updated per Comment 1-2. Given, the information provided in this comment was current at the time of issuance of the NOP, Section 3.13, Utilities and Service Systems, of the Draft PEIR/PEIS, includes the following:



Page 3.13-1: The wastewater generated by the City of Long Beach (City) is treated at the Joint Water Pollution Control Plant, located in the City of Carson, which has a capacity of 400 million gallons per day (mgd) and currently produces an average flow of 254.7 mgd. As a result, the facility has a remaining capacity of 145.3 mgd. In addition, wastewater generated in the City is treated at the Long Beach Water Reclamation Plant, located at 7400 East Willow Street, which has a capacity of 25 mgd and currently produces an average recycled water flow of 9.8 mgd (LACSD 2018a). As a result, the facility has a remaining capacity of 15.2 mgd.

However, given the new information provided in Response to Comment 1-2, this information has been revised in Chapter 3 of this Final PEIR/PEIS.

- 1-7** This comment refers to [www.lacsd.org](http://www.lacsd.org), Wastewater & Sewer Systems, Will Serve Program, Table 1, Loadings for Each Class of Land Use, to estimate the volume of wastewater a development project will generate. The Draft PEIR/PEIS used this table to determine the projected wastewater demand, as shown in Table 3.13-4, Projected Wastewater Demand (gpd), in Section 3.13, Utilities and Service Systems.
- 1-8** This comment is related to the LACSD's ability to charge a fee for the privilege of connecting to LACSD's sewer system. As previously stated in Response to Comment 1-5, Section 3.13 of the Draft PEIR/PEIS included language related to LACSD's ability to charge such fees.
- 1-9** The comment states that in order for LACSD to comply with the Clean Air Act, the capacities of the wastewater treatment facilities are based on regional growth. As such, the letter does not constitute a guarantee of wastewater service. As addressed in Section 3.9, Population and Housing, of the Draft PEIR/PEIS:

Page 3.9-10: Although the GCSP would allow for new employment opportunities in the City of Long Beach through the year 2040, it would be consistent with SCAG's regional growth forecasts for employment in the same horizon year (Table 3.9-1 and 3.9-2). The City would experience an increase in 28,500 jobs from 2012 to 2040. Thus, the Project's estimated 7,880 additional jobs would be consistent with SCAG's employment forecasts for the City. Therefore, the Proposed Project would not foster growth in excess of what was assumed in projections made by regional planning agencies (e.g., SCAG). Implementation of the GCSP would not result in direct or indirect substantial population growth and impacts would be less than significant under CEQA. No mitigation is required.

Therefore, the Proposed Project would be within regional growth factors. Nonetheless, MM-UTIL-1 requires future development and/or redevelopment projects under the GCSP to have a site-specific and project-specific utilities report at the time of project entitlements. This mitigation measure would also require obtaining "will serve" letters from all applicable utility providers, which includes the LACSD and Long Beach Water District for wastewater conveyance facilities and sanitary sewers in the Plan Area.

## Comment Letter 2



THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

Office of the General Manager

September 2, 2020

Via E-Mail and Regular Mail

Ms. Maryanne Cronin  
Department of Development Services  
Planning Bureau  
411 West Ocean Boulevard, 3<sup>rd</sup> floor  
Long Beach, California 90802

Dear Ms. Cronin:

Notice of Availability of a Draft Environmental Impact Report (EIR)/  
Environmental Impact Statement (EIS) for the Globemaster Corridor Specific Plan Project

The Metropolitan Water District of Southern California (Metropolitan) reviewed the Notice of Availability (NOA) of a Draft Environmental Impact Report/Statement (Draft EIR/EIS) for the Globemaster Corridor Specific Plan Project (Project). The city of Long Beach is acting as the Lead Agency under the California Environmental Quality Act (CEQA) for this project. The key components of the proposed project include the preparation of a specific plan to allow and guide development within the 437-acre plan area. The plan includes the reorganization of the undeveloped and empty lands for commercial, industrial, and retail uses, establish business parks, and improve infrastructure systems. This letter contains Metropolitan's response to the Public Notice as an affected public agency.

2-1

Metropolitan previously provided comments for the Notice of Preparation in a comment letter dated October 18, 2018. The comment letter is included in Appendix A (*IS, NOP, and NOP Comment Letters*) of the Draft EIR/EIS. Metropolitan requests that the Draft EIR/EIS address our concerns associated with our water pipeline located within the proposed project area.

2-2

Metropolitan owns and operates the Second Lower Feeder and facilities within the proposed project location. Metropolitan's Second Lower Feeder runs in a west/easterly direction and is generally located near Cherry Avenue and East Bixby Road within the Specific Plan Boundary of the Project area. The Second Lower Feeder and facilities are in close proximity to the Cherry Avenue Street Improvements identified in Figure 2-6 of the Draft EIR/EIS. Metropolitan is concerned with potential impacts to the Second Lower Feeder that may result from the construction and implementation of the proposed Project. We request that the City evaluate impacts of the proposed Project to Metropolitan's existing facilities that occur within the project's boundaries. The enclosed map shows these rights-of-way in relation to the proposed Project.

2-3

700 N. Alameda Street, Los Angeles, California 90012 • Mailing Address: Box 54153, Los Angeles, California 90054-0153 • Telephone (213) 217-6000

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Ms. Maryanne Cronin  
Page 2  
September 2, 2020

Metropolitan is concerned with potential impacts to these facilities that may result from future excavation, construction, utilities or any redevelopment activities under the proposed Project. Development and redevelopment associated with the proposed Project must not restrict any of Metropolitan's day-to-day operations and/or access to its facilities. Metropolitan must be allowed to maintain its rights-of-way and requires unobstructed access to our facilities and properties at all times in order to repair and maintain our system.

2-3  
Cont.

In order to avoid potential conflicts with Metropolitan's rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. Detailed prints of drawings of Metropolitan's pipeline and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-7663. To assist in preparing plans that are compatible with Metropolitan's facilities, easements, and properties, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or easements of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

2-4

Additionally, Metropolitan encourages projects within its service area to include water conservation measures. While Metropolitan continues to build new supplies and develop means for more efficient use of the current system. Water conservation, reclaimed water use, and groundwater recharge programs are integral components to regional water supply planning. Metropolitan supports mitigation measures such as using water efficient fixtures, drought-tolerant landscaping, and reclaimed water to offset any increase in water use associated with the proposed project.

2-5

We appreciate the opportunity to provide input to your planning process and look forward to receiving future environmental documentation on this Project. If we can be of further assistance, please contact Ms. Brenda S. Marines at (213) 217-7902.

2-6

Very truly yours,

Sean Carlson  
Team Manager, Environmental Planning Section

BSM:bsm  
(Sharepoint: City of Long Beach Globemaster Corridor Specific Plan)

Enclosures: Comment Letter to the NOP, dated October 11, 2018  
Project Map  
Substructures Guidelines



THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

Office of the General Manager

October 11, 2018

VIA EMAIL AND FED EX

Mr. Craig Chalfant  
Senior Planner  
City of Long Beach  
Development Services/Planning Bureau  
333 West Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, California 90802  
[Craig.chalfant@longbeach.gov](mailto:Craig.chalfant@longbeach.gov)

Dear Mr. Chalfant:

Notice of Preparation of a Joint Environmental Impact Report and  
Environmental Impact Statement for the Globemaster Corridor Specific Plan

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Notice of Preparation (NOP) of a joint Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) for the proposed Globemaster Corridor Specific Plan (GCSP). The GCSP would guide land uses for the approximately 438.3-acre Plan Area and allow development within this Plan area as defined in the GCSP. The GCSP creates a policy framework for the development and improvement of the Plan Area into an employment district in an area adjacent to the Long Beach Airport, Port of Long Beach, I-405 freeway, and surrounding residential and business community.

2-7

The proposed GCSP covers an area that includes Metropolitan's Second Lower Feeder Pipeline (Second Lower Feeder) and associated easements. The Second Lower Feeder is a 76 inch pipeline that distributes treated water into Metropolitan's Orange County service area. The Project must not impact Metropolitan's ability to access, operate and maintain existing facilities. In addition, any proposed grading within Metropolitan's easement will require Metropolitan's review and written acceptance.

2-8

Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist in preparing plans that are compatible with Metropolitan's facilities, easements, and properties, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or easements of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

2-9

700 N. Alameda Street, Los Angeles, California 90012 • Mailing Address: Box 54153, Los Angeles, California 90054-0153 • Telephone (213) 217-6000

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Mr. Craig Chalfant  
Page 2  
October 11, 2018

We request a copy of the Draft EIR/EIS for review when available. We appreciate the opportunity to provide input to your planning process and we look forward to further coordination on this Project. If you have any questions, please contact Brenda Marines at (213) 217-7902.

2-10

Very truly yours,



Sean Carlson  
Team Manager, Environmental Planning Section

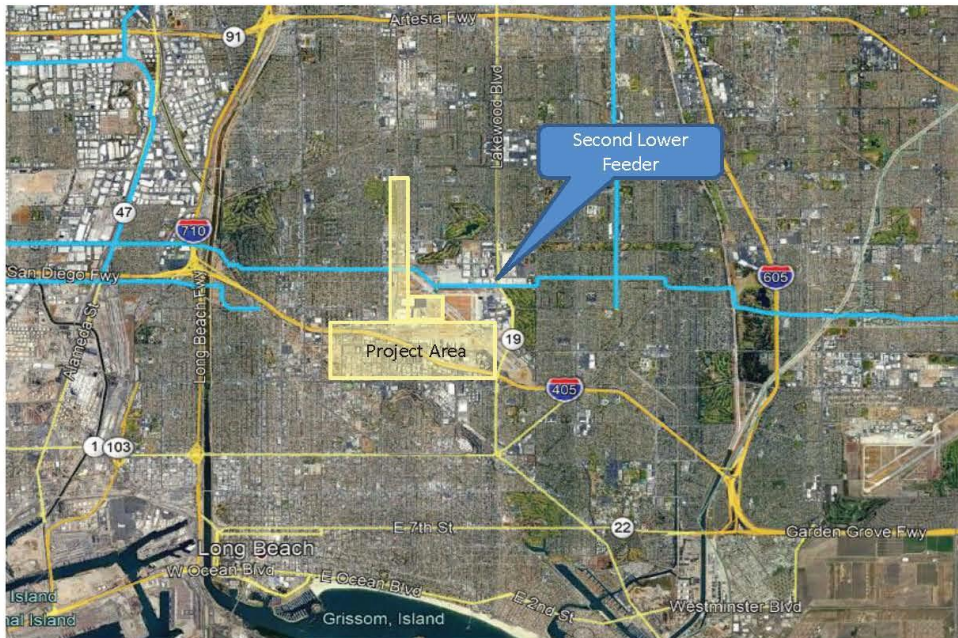
SC:sc  
SharePoint\City of Long Beach Globemaster Corridor Specific Plan\_Comment Letter

Attachment:

- (1) Guidelines for Developments in the Area of Facilities, Fee Properties, and/or easements of The Metropolitan Water District of Southern California



The Metropolitan Water District of Southern California  
Globemaster Corridor Specific Plan Location



Metropolitan Water District of Southern California.

**Guidelines for  
Improvements and Construction Projects Proposed  
in the Area of  
Metropolitan's Facilities and Rights-of-Way**



**July 2018**

Prepared By:  
The Metropolitan Water District of Southern California  
Substructures Team, Engineering Services  
700 North Alameda Street  
Los Angeles, California 90012

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**Additional Copies:** To obtain a copy of this document, please contact the Engineering Services Group, Substructures Team.

**Disclaimer**

*Metropolitan assumes no responsibility for the accuracy of the substructure information herein provided. The user assumes responsibility for verifying substructure locations before excavating and assumes all liability for damage to Metropolitan's facilities as a result of such excavation. Additionally, the user is cautioned to conduct surveys and other field investigations as deemed prudent, to assure that project plans are correct. The appropriate representative from Metropolitan must be contacted at least two working days, before any work activity in proximity to Metropolitan's facilities.*

*It generally takes 30 days to review project plans and provide written responses. Metropolitan reserves the right to modify requirements based on case-specific issues and regulatory developments.*

**PUBLICATION HISTORY:**

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Issue Date: July 2018



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## 1.0 GENERAL INFORMATION

**Note: Underground Service Alert at 811 must be notified at least two working days before excavating in proximity to Metropolitan's facilities.**

### 1.1 Introduction

These guidelines provide minimum design and construction requirements for any utilities, facilities, developments, and improvements, or any other projects or activities, proposed in or near Metropolitan Water District of Southern California (Metropolitan) facilities and rights-of-way. Additional conditions and stipulations may also be required depending on project and site specific conditions. Any adverse impacts to Metropolitan's conveyance system, as determined by Metropolitan, will need to be mitigated to its satisfaction.

All improvements and activities must be designed so as to allow for removal or relocation at builder or developer expense, as set forth in the paramount rights provisions of Section 20.0. Metropolitan shall not be responsible for repair or replacement of improvements, landscaping or vegetation in the event Metropolitan exercises its paramount rights powers.

### 1.2 Submittal and Review of Project Plans/Utilities and Maps

Metropolitan requires project plans/utilities be submitted for all proposed activities that may impact Metropolitan's facilities or rights-of-way. Project plans shall include copies of all pertinent utilities, sewer line, storm drain, street improvement, grading, site development, landscaping, irrigation and other plans, all tract and parcel maps, and all necessary state and federal environmental documentation. Metropolitan will review the project plans and provide written approval, as it pertains to Metropolitan's facilities and rights-of-way. Written approval from Metropolitan must be obtained, prior to the start of any activity or construction in the area of Metropolitan's facilities or rights-of-way. Once complete project plans and supporting documents are submitted to Metropolitan, it generally takes 30 days to review and to prepare a detailed written response. Complex engineering plans that have the potential for significant impacts on Metropolitan's facilities or rights-of-way may require a longer review time.

Project plans, maps, or any other information should be submitted to Metropolitan's Substructures Team at the following mailing address:

**Attn: Substructures Team**  
**The Metropolitan Water District of Southern California**  
**700 North Alameda St.**  
**Los Angeles, CA 90012**

**General Mailing Address: P.O. Box 54153**  
**Los Angeles, CA 90054-0153**

**Email: [EngineeringSubstructures@mwdh2o.com](mailto:EngineeringSubstructures@mwdh2o.com)**

For additional information, or to request prints of detailed drawings for Metropolitan's facilities and rights-of-way, please contact Metropolitan's Substructures Team at 213-217-7663 or [EngineeringSubstructures@mwdh2o.com](mailto:EngineeringSubstructures@mwdh2o.com).

**1.3 Identification of Metropolitan's Facilities and Rights-of-Way**

Metropolitan's facilities and rights-of-way must be fully shown and identified as Metropolitan's, with official recording data, on the following:

- A. All applicable plans
- B. All applicable tract and parcel maps

Metropolitan's rights-of-ways and existing survey monuments must be tied dimensionally to the tract or parcel boundaries. Metropolitan's Records of Survey must be referenced on the tract and parcel maps with the appropriate Book and Page.

**2.0 General Requirements****2.1 Vehicular Access**

Metropolitan must have vehicular access along its rights-of-way at all times for routine inspection, patrolling, operations, and maintenance of its facilities and construction activities. All proposed improvements and activities must be designed so as to accommodate such vehicular access.

**2.2 Fences**

Fences installed across Metropolitan's rights-of-way must include a 16-foot-wide gate to accommodate vehicular access by Metropolitan. Additionally, gates may be required at other specified locations to prevent unauthorized entry into Metropolitan's rights-of-way.

All gates must accommodate a Metropolitan lock or Knox-Box with override switch to allow Metropolitan unrestricted access. There should be a minimum 20-foot setback for gates from the street at the driveway approach. The setback is necessary to allow Metropolitan vehicles to safely pull off the road prior to opening the gate.

**2.3 Driveways and Ramps**

Construction of 16-foot-wide commercial-type driveway approaches is required on both sides of all streets that cross Metropolitan's rights-of-way. Access ramps, if necessary, must be a minimum of 16 feet wide.

There should be a minimum 20-foot setback for gates from the street at the driveway approach. Grades of ramps and access roads must not exceed 10 percent; if the slope of an access ramp or road must exceed 10 percent due to topography, then the ramp or road must be paved.

**2.4 Walks, Bike Paths, and Trails**

All walkways, bike paths, and trails along Metropolitan's rights-of-way must be a minimum 12-foot wide and have a 50-foot or greater radius on all horizontal curves if also used as Metropolitan's access roads. Metropolitan's access routes, including all walks and drainage facilities crossing the access routes, must be constructed to American Association of State Highway and Transportation Officials (AASHTO) H-20 loading standards (see Figure 1). Additional requirements will be placed on equestrian trails to protect the water quality of Metropolitan's pipelines and facilities.



**2.5 Clear Zones**

A 20-foot-wide clear zone is required to be maintained around Metropolitan's manholes and other above-ground facilities to accommodate vehicular access and maintenance. The clear zone should slope away from Metropolitan's facilities on a grade not to exceed 2 percent.

**2.6 Slopes**

Cut or fill slopes proposed within Metropolitan's rights-of-way must not exceed 10 percent. The proposed grade must not worsen the existing condition. This restriction is required to facilitate Metropolitan use of construction and maintenance equipment and allow uninhibited access to above-ground and below-ground facilities.

**2.7 Structures**

Construction of structures of any type is not allowed within the limits of Metropolitan's rights-of-way to avoid interference with the operation and maintenance of Metropolitan's facilities and possible construction of future facilities.

Footings and roof eaves of any proposed buildings adjacent to Metropolitan's rights-of-way must meet the following criteria:

- A. Footings and roof eaves must not encroach onto Metropolitan's rights-of-way.
- B. Footings must not impose any additional loading on Metropolitan's facilities.
- C. Roof eaves must not overhang onto Metropolitan's rights-of-way.

Detailed plans of footings and roof eaves adjacent to Metropolitan's rights-of-way must be submitted for Metropolitan's review and written approval, as pertains to Metropolitan's facilities.

**2.8 Protection of Metropolitan Facilities**

Metropolitan facilities within its rights-of-way, including pipelines, structures, manholes, survey monuments, etc., must be protected from damage by the project proponent or property owner, at no expense to Metropolitan. The exact location, description and method of protection must be shown on the project plans.

**2.9 Potholing of Metropolitan Pipelines**

Metropolitan's pipelines must be potholed in advance, if the vertical clearance between a proposed utility and Metropolitan's pipeline is indicated to be 4 feet or less. A Metropolitan representative must be present during the potholing operation and will assist in locating the pipeline. Notice is required, a minimum of three working days, prior to any potholing activity.

**2.10 Jacked Casings or Tunnels****A. General Requirements**

Utility crossings installed by jacking, or in a jacked casing or tunnel under/over a Metropolitan pipeline, must have at least 3 feet of vertical clearance between the outside diameter of the pipelines and the jacked pipe, casing, or tunnel. The actual



cover over Metropolitan's pipeline shall be determined by potholing, under Metropolitan's supervision.

Utilities installed in a jacked casing or tunnel must have the annular space between the utility and the jacked casing or tunnel filled with grout. Provisions must be made for grouting any voids around the exterior of the jacked pipe, casing, or tunnel.

**B. Jacking or Tunneling Procedures**

Detailed jacking, tunneling, or directional boring procedures must be submitted to Metropolitan for review and approval. The procedures must cover all aspects of operation, including, but not limited to, dewatering, ground control, alignment control, and grouting pressure. The submittal must also include procedures to be used to control sloughing, running, or wet ground, if encountered. A minimum 10-foot clearance must be maintained between the face of the tunneling or receiving pits and outside edges of Metropolitan's facility.

**C. Shoring**

Detailed drawings of shoring for jacking or receiving pits must be submitted to Metropolitan for review and written approval. (See Section 10 for shoring requirements).

**D. Temporary Support**

Temporary support of Metropolitan's pipelines may be required when a utility crosses under a Metropolitan pipeline and is installed by means of an open trench. Plans for temporary support must be reviewed and approved in writing by Metropolitan. (See Section 11, Supports of Metropolitan Facilities).

### **3.0 Landscaping**

#### **3.1 Plans**

All landscape plans must show the location and limits of Metropolitan's right-of-way and the location and size of Metropolitan's pipeline and related facilities therein. All landscaping and vegetation shall be subject to removal without notice, as may be required by Metropolitan for ongoing maintenance, access, repair, and construction activities. Metropolitan will not be financially responsible for the removal of any landscaping and vegetation.

#### **3.2 Drought-Tolerant Native and California Friendly Plants**

Metropolitan recommends use of drought-tolerant native and California Friendly® plants (excluding sensitive plants) on proposed projects. For more information regarding California Friendly® plants refer to [www.bewaterwise.com](http://www.bewaterwise.com).

#### **3.3 Trees**

Trees are generally prohibited within Metropolitan's rights-of-way as they restrict Metropolitan's ability to operate, maintain and/or install new pipeline(s) located within these rights-of-way. Metropolitan will not be financially responsible for the removal and replacement of any existing trees should they interfere with access and any current or future Metropolitan project located within the right-of-way.

**3.4 Other Vegetation**

Shrubs, bushes, vines, and groundcover are generally allowed within Metropolitan's rights-of-way. Larger shrubs are not allowed on Metropolitan fee properties; however, they may be allowed within its easements if planted no closer than 15 feet from the outside edges of existing or future Metropolitan facilities. Only groundcover is allowed to be planted directly over Metropolitan pipeline, turf blocks or similar is recommended to accommodate our utility vehicle access. Metropolitan will not be financially responsible for the removal and replacement of the vegetation should it interfere with access and any current or future Metropolitan project.

**3.5 Irrigation**

Irrigation systems are acceptable within Metropolitan's rights-of-way, provided valves and controllers are located near the edges of the right-of-way and do not interfere with Metropolitan vehicular access. A shutoff valve should also be located along the edge of the right-of-way that will allow the shutdown of the system within the right-of-way should Metropolitan need to do any excavation. No pooling or saturation of water above Metropolitan's pipeline and right-of-way is allowed. Additional restrictions apply to non-potable water such as Recycled Water and are covered on Table 3 of Page 20.

**3.6 Metropolitan Vehicular Access**

Landscape plans must show Metropolitan vehicular access to Metropolitan's facilities and rights-of-way and must be maintained by the property owner or manager or homeowners association at all times. Walkways, bike paths, and trails within Metropolitan's rights-of-way may be used as Metropolitan access routes. (See Section 2.4, Walks, Bike Paths, and Trails).

**4.0 General Utilities**

Note: For non-potable piping like sewer, hazardous fluid, storm drain, disinfected tertiary recycled water and recycled water irrigation see Table 1 through Table 3.

**4.1 Utility Structures**

Permanent utility structures (e.g., manholes, power poles, pull boxes, electrical vaults, etc.) are not allowed within Metropolitan's rights-of-way. Metropolitan requests that all permanent utility structures within public streets be placed as far from its pipelines and facilities as practical, but not closer than 5 feet from the outside edges of Metropolitan facilities.

Note: Non-potable utility pipelines are an exception to the 5-foot minimum clearance. Non-potable utility pipelines should have 10 feet of separation.

**4.2 Utility Crossings**

Metropolitan requests a minimum of 1 foot of vertical clearance between Metropolitan's pipeline and any utility crossing the pipeline. Utility lines crossing Metropolitan's pipelines must be as perpendicular to the pipeline as possible. Cross-section drawings, showing proposed locations and elevations of utility lines and locations of Metropolitan's pipelines and limits of rights-of-way, must be submitted with utility plans, for all

crossings. Metropolitan's pipeline must be potholed under Metropolitan's supervision at the crossings (See Section 2.9).

#### **4.3 Longitudinal Utilities**

Installation of longitudinal utilities is generally not allowed along Metropolitan's rights-of-way. Within public streets, Metropolitan requests that all utilities parallel to Metropolitan's pipelines and appurtenant structures (facilities) be located as far from the facilities as possible, with a minimum clearance of 5 feet from the outside edges of the pipeline.

Note: Non-potable utility pipelines are an exception to the 5-foot minimum clearance. Non-potable utility pipelines should have 10 feet of separation (for more information See Table 1 on Page 18).

#### **4.4 Underground Electrical Lines**

Underground electrical conduits (110 volts or greater) which cross a Metropolitan's pipeline must have a minimum of 1 foot of vertical clearance between Metropolitan's pipeline and the electrical lines. Longitudinal electrical lines, including pull boxes and vaults, in public streets should have a minimum separation of 5 feet from the edge of a Metropolitan pipeline or structures.

#### **4.5 Fiber Optic Lines**

Fiber optic lines installed by directional boring require a minimum of 3 feet of vertical clearance when boring is over Metropolitan's pipelines and a minimum of 5 feet of vertical clearance when boring is under Metropolitan's pipelines. Longitudinal fiber optic lines, including pull boxes, in public streets should have a minimum separation of 5 feet from the edge of a Metropolitan pipelines or structures. Potholing must be performed, under Metropolitan's supervision, to verify the vertical clearances are maintained.

#### **4.6 Overhead Electrical and Telephone Lines**

Overhead electrical and telephone lines, where they cross Metropolitan's rights-of-way, must have a minimum 35 feet of clearance, as measured from the ground to the lowest point of the overhead line. Overhead electrical lines poles must be located at least 30 feet laterally from the edges of Metropolitan's facilities or outside Metropolitan's right-of-way, whichever is greater.

Longitudinal overhead electrical and or telephone lines in public streets should have a minimum separation of 10 feet from the edge of a Metropolitan pipelines or structures where possible.

#### **4.7 Sewage Disposal Systems**

Sewage disposal systems, including leach lines and septic tanks, must be a minimum of 100 feet from the outside limits of Metropolitan's rights-of-way or the edge of its facilities, whichever is greater. If soil conditions are poor, or other adverse site-specific conditions exist, a minimum distance of 150 feet is required. They must also comply with local and state health code requirements as they relate to sewage disposal systems in proximity to major drinking water supply pipelines.

**4.8 Underground Tanks**

Underground tanks containing hazardous materials must be a minimum of 100 feet from the outside limits of Metropolitan's rights-of-way or edge of its facilities, whichever is greater. In addition, groundwater flow should be considered with the placement of underground tanks down-gradient of Metropolitan's facilities.

**5.0 Specific Utilities: Non-Potable Utility Pipelines**

In addition to Metropolitan's general requirements, installation of non-potable utility pipelines (e.g., storm drains, sewers, and hazardous fluids pipelines) in Metropolitan's rights-of-way and public street rights-of-way must also conform to the State Water Resources Control Board's Division of Drinking Water (DDW) regulation (Waterworks Standards) and guidance for separation of water mains and non-potable pipelines and to applicable local county health code requirements. Written approval is required from DDW for the implementation of alternatives to the Waterworks Standards and, effective December 14, 2017, requests for alternatives to the Waterworks Standards must include information consistent with: DDW's [Waterworks Standards Main Separation Alternative Request Checklist](#).

**In addition to the following general guidelines, further review of the proposed project must be evaluated by Metropolitan and requirements may vary based on site specific conditions.**

- A. Sanitary Sewer and Hazardous Fluids (General Guideline See Table 1 on Page 18)
- B. Storm Drain and Recycled Water (General Guideline See Table 2 on Page 19)
- C. Irrigation with Recycled Water (General Guideline See Table 3 on Page 20)
- D. Metropolitan generally does not allow Irrigation with recycled water to be applied directly above its treated water pipelines
- E. Metropolitan requests copies of project correspondence with regulating agencies (e.g., Regional Water Quality Control Board, DDW); regarding the application of recycled water for all projects located on Metropolitan's rights-of-way

**6.0 Cathodic Protection/Electrolysis Test Stations****6.1 Metropolitan Cathodic Protection**

Metropolitan's existing cathodic protection facilities in the vicinity of any proposed work must be identified prior to any grading or excavation. The exact location, description, and type of protection must be shown on all project plans. Please contact Metropolitan for the location of its cathodic protection stations.

**6.2 Review of Cathodic Protection Systems**

Metropolitan must review any proposed installation of impressed-current cathodic protection systems on pipelines crossing or paralleling Metropolitan's pipelines to determine any potential conflicts with Metropolitan's existing cathodic protection system.



## 7.0 Drainage

### 7.1 Drainage Changes Affecting Metropolitan Rights-of-Way

Changes to existing drainage that could affect Metropolitan's rights-of-way require Metropolitan's approval. The project proponent must provide acceptable solutions to ensure Metropolitan's rights-of-way are not negatively affected by changes in the drainage conditions. Plans showing the changes, with a copy of a supporting hydrology report and hydraulic calculations, must be submitted to Metropolitan for review and approval. Long term maintenance of any proposed drainage facilities must be the responsibility of the project proponent, City, County, homeowner's association, etc., with a clear understanding of where this responsibility lies. If drainage must be discharged across Metropolitan's rights-of-way, it must be carried across by closed conduit or lined open channel and must be shown on the plans.

### 7.2 Metropolitan's Blowoff and Pumpwell Structures

Any changes to the existing local watercourse systems will need to be designed to accommodate Metropolitan's blowoff and pumpwell structures, which periodically convey discharged water from Metropolitan's blowoff and pumping well structures during pipeline dewatering. The project proponents' plans should include details of how these discharges are accommodated within the proposed development and must be submitted to Metropolitan for review and approval. Any blowoff discharge lines impacted must be modified accordingly at the expense of the project proponent.

## 8.0 Grading and Settlement

### 8.1 Changes in Cover over Metropolitan Pipelines

The existing cover over Metropolitan's pipelines must be maintained unless Metropolitan determines that proposed changes in grade and cover do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance capability. Load and settlement or rebound due to change in cover over a Metropolitan pipeline or ground in the area of Metropolitan's rights-of-way will be factors considered by Metropolitan during project review.

In general, the minimum cover over a Metropolitan pipeline is 4 feet and the maximum cover varies per different pipeline. Any changes to the existing grade may require that Metropolitan's pipeline be potholed under Metropolitan's supervision to verify the existing cover.

### 8.2 Settlement

Any changes to the existing topography in the area of Metropolitan's pipeline or right-of-way that result in significant settlement or lateral displacement of Metropolitan's pipelines are not acceptable. Metropolitan may require submittal of a soils report showing the predicted settlement of the pipeline at 10-foot intervals for review. The data must be carried past the point of zero change in each direction and the actual size and varying depth of the fill must be considered when determining the settlement. Possible settlement due to soil collapse, rebound and lateral displacement must also be included.

In general, the typical maximum allowed deflection for Metropolitan's pipelines must not exceed a deflection of 1/4-inch for every 100 feet of pipe length. Metropolitan may require additional information per its Geotechnical Guidelines. Please contact Metropolitan's Substructures Team for a copy of the Geotechnical Guidelines.

## 9.0 Construction Equipment

### 9.1 Review of Proposed Equipment

Use of equipment across or adjacent to Metropolitan's facilities is subject to prior review and written approval by Metropolitan. Excavation, backfill, and other work in the vicinity of Metropolitan's facilities must be performed only by methods and with equipment approved by Metropolitan. A list of all equipment to be used must be submitted to Metropolitan a minimum of 30 days before the start of work.

- A. For equipment operating within paved public roadways, equipment that imposes loads not greater than that of an AASHTO H-20 vehicle (see Figure 1 on Page 21) may operate across or adjacent to Metropolitan's pipelines provided the equipment operates in non-vibratory mode and the road remains continuously paved.
- B. For equipment operating within unpaved public roadways, when the total cover over Metropolitan's pipeline is 10 feet or greater, equipment imposing loads no greater than those imposed by an AASHTO H-20 vehicle may operate over or adjacent to the pipeline provided the equipment is operated in non-vibratory mode. For crossings, vehicle path shall be maintained in a smooth condition, with no breaks in grade for 3 vehicle lengths on each side of the pipeline.

### 9.2 Equipment Restrictions

In general, no equipment may be used closer than 20 feet from all Metropolitan above-ground structures. The area around the structures should be flagged to prevent equipment encroaching into this zone.

### 9.3 Vibratory Compaction Equipment

Vibratory compaction equipment may not be used in vibratory mode within 20 feet of the edge of Metropolitan's pipelines.

### 9.4 Equipment Descriptions

The following information/specifications for each piece of equipment should be included on the list:

- A. A description of the equipment, including the type, manufacturer, model year, and model number. For example, wheel tractor-scraper, 1990 Caterpillar 627E.
- B. The empty and loaded total weight and the corresponding weight distribution. If equipment will be used empty only, it should be clearly stated.
- C. The wheel base (for each axle), tread width (for each axle), and tire footprint (width and length) or the track ground contact (width and length), and track gauge (center to center of track).

## 10.0 Excavations Close to Metropolitan Facilities

### 10.1 Shoring Design Submittal

Excavation that impacts Metropolitan's facilities requires that the contractor submit an engineered shoring design to Metropolitan for review and acceptance a minimum of 30 days before the scheduled start of excavation. Excavation may not begin until the shoring design is accepted in writing by Metropolitan.

Shoring design submittals must include all required trenches, pits, and tunnel or jacking operations and related calculations. Before starting the shoring design, the design engineer should consult with Metropolitan regarding Metropolitan's requirements, particularly as to any special procedures that may be required.

### 10.2 Shoring Design Requirements

Shoring design submittals must be stamped and signed by a California registered civil or structural engineer. The following requirements apply:

- A. The submitted shoring must provide appropriate support for soil adjacent to and under Metropolitan's facilities.
- B. Shoring submittals must include detailed procedures for the installation and removal of the shoring.
- C. Design calculations must follow the Title 8, Chapter 4, Article 6 of the California Code of Regulations (CCR) guidelines. Accepted methods of analysis must be used.
- D. Loads must be in accordance with the CCR guidelines or a soils report by a geotechnical consultant.
- E. All members must be secured to prevent sliding, falling, or kickouts.

Metropolitan's pipelines must be located by potholing under Metropolitan's supervision before the beginning construction. Use of driven piles within 20 feet of the centerline of Metropolitan's pipeline is not allowed. Piles installed in drilled holes must have a minimum 2-foot clearance between Metropolitan's pipeline and the edge of the drilled hole, and a minimum of 1-foot clearance between any part of the shoring and Metropolitan's pipeline.

## 11.0 Support of Metropolitan Facilities

### 11.1 Support Design Submittal

If temporary support of a Metropolitan facility is required, the contractor shall submit a support design plan to Metropolitan for review and approval a minimum of 30 days before the scheduled start of work. Work may not begin until the support design is approved in writing by Metropolitan. Before starting design, the design engineer should consult with Metropolitan regarding Metropolitan's requirements.

### 11.2 Support Design Requirements

Support design submittals must be prepared, stamped, and signed by a California registered civil or structural engineer. The following requirements apply:

- A. Support drawings must include detailed procedures for the installation and removal of the support system.
- B. Design calculations must follow accepted practices, and accepted methods of analysis must be used.
- C. Support designs must show uniform support of Metropolitan's facilities with minimal deflection.
- D. The total weight of the facility must be transferred to the support system before supporting soil is fully excavated.
- E. All members must be secured to prevent sliding, falling, or kickouts.

## 12.0 Backfill

### 12.1 Metropolitan Pipeline Not Supported

In areas where a portion of Metropolitan pipeline is not supported during construction, the backfill under and to an elevation of 6 inches above the top of the pipeline must be one-sack minimum cement sand slurry. To prevent adhesion of the slurry to Metropolitan's pipeline, a minimum 6-mil-thick layer of polyethylene sheeting or similar approved sheeting must be placed between the concrete support and the pipeline.

### 12.2 Metropolitan Pipeline Partially Exposed

In areas where a Metropolitan pipeline is partially exposed during construction, the backfill must be a minimum of 6 inches above the top of the pipeline with sand compacted to minimum 90 percent compaction.

### 12.3 Metropolitan Cut and Cover Conduit on Colorado River Aqueduct (CRA)

In areas where a Metropolitan cut and cover conduit is exposed, the following guidelines apply:

- A. No vehicle or equipment shall operate over or cross the conduit when the cover is less than 3 feet.
- B. Track-type dozer with a gross vehicle weight of 12,000 lbs or less may be used over the conduit when the cover is a minimum of 3 feet.
- C. Wheeled vehicles with a gross vehicle weight of 8,000 lbs or less may operate over the conduit when the cover is a minimum of 4 feet.
- D. Tracked dozer or wheeled vehicle should be used to push material over the conduit from the side.
- E. Tracked dozer or wheeled vehicle should gradually increase cover on one side of the conduit and then cross the conduit and increase cover on the other side of the conduit. The cover should be increased on one side of the conduit until a maximum of 2 feet of fill has been placed. The cover over the conduit is not allowed to be more than 2 feet higher on one side of the conduit than on the other side.
- F. The cover should be gradually increased over the conduit until the grade elevations have been restored.



## 13.0 Piles

### 13.1 Impacts on Metropolitan Pipelines

Pile support for structures could impose lateral, vertical and seismic loads on Metropolitan's pipelines. Since the installation of piles could also cause settlement of Metropolitan pipelines, a settlement and/or lateral deformation study may be required for pile installations within 50 feet of Metropolitan's pipelines. Metropolitan may require additional information per its Geo-technical Guidelines for pile installation. Please contact Metropolitan's Substructures Team for a copy of the Geotechnical Guidelines.

### 13.2 Permanent Cast-in-place Piles

Permanent cast-in-place piles must be constructed so that down drag forces of the pile do not act on Metropolitan's pipeline. The pile must be designed so that down drag forces are not developed from the ground surface to springline of Metropolitan's pipeline.

Permanent cast-in-place piles shall not be placed closer than 5 feet from the edge of Metropolitan's pipeline. Metropolitan may require additional information per its Geo-technical Guidelines for pile installation. Please contact Metropolitan's Substructures Team for a copy of the Geotechnical Guidelines.

## 14.0 Protective Slabs for Road Crossings Over Metropolitan Pipelines

Protective slabs must be permanent cast-in-place concrete protective slabs configured in accordance with Drawing SK-1 (See Figure 2 on Page 22).

The moments and shear for the protective slab may be derived from the American Association of State Highway and Transportation Officials (AASHTO). The following requirements apply:

- A. The concrete must be designed to meet the requirements of AASHTO
- B. Load and impact factors must be in accordance with AASHTO. Accepted methods of analysis must be used.
- C. The protective slab design must be stamped and signed by a California registered civil or structural engineer and submitted to Metropolitan with supporting calculations for review and approval.

Existing protective slabs that need to be lengthened can be lengthened without modification, provided the cover and other loading have not been increased.

## 15.0 Blasting

At least 90 days prior to the start of any drilling for rock excavation blasting, or any blasting in the vicinity of Metropolitan's facilities, a site-specific blasting plan must be submitted to Metropolitan for review and approval. The plan must consist of, but not be limited to, hole diameters, timing sequences, explosive weights, peak particle velocities (PPV) at Metropolitan pipelines/structures, and their distances to blast locations. The PPV must be estimated based on a site-specific power law equation. The power law equation provides the peak particle velocity versus the scaled distance and must be calibrated based on measured values at the site.

## 16.0 Metropolitan Plan Review Costs, Construction Costs and Billing

### 16.1 Plan Review Costs

Metropolitan plan reviews requiring 8 labor hours or less are generally performed at no cost to the project proponent. Metropolitan plan reviews requiring more than 8 labor hours must be paid by the project proponent, unless the project proponent has superior rights at the project area. The plan review will include a written response detailing Metropolitan's comments, requirements, and/or approval.

A deposit of funds in the amount of the estimated cost and a signed letter agreement will be required from the project proponent before Metropolitan begins or continues a detailed engineering plan review that exceeds 8 labor hours.

### 16.2 Cost of Modification of Facilities Performed by Metropolitan

Cost of modification work conducted by Metropolitan will be borne by the project proponent, when Metropolitan has paramount/prior rights at the subject location.

Metropolitan will transmit a cost estimate for the modification work to be performed (when it has paramount/prior rights) and will require that a deposit, in the amount of the estimate, be received before the work will be performed.

### 16.3 Final Billing

Final billing will be based on the actual costs incurred, including engineering plan review, inspection, materials, construction, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the total cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice for the additional amount will be forwarded for payment.

## 17.0 Street Vacations and Reservation of Easements for Metropolitan

A reservation of an easement is required when all or a portion of a public street where Metropolitan facilities are located is to be vacated. The easement must be equal to the street width being vacated or a minimum 40 feet. The reservation must identify Metropolitan as a "public entity" and not a "public utility," prior to recordation of the vacation or tract map. The reservation of an easement must be submitted to Metropolitan for review prior to final approval.

## 18.0 Metropolitan Land Use Guidelines

If you are interested in obtaining permission to use Metropolitan land (temporary or long term), a Land Use Form must be completed and submitted to Metropolitan for review and consideration. A nonrefundable processing fee is required to cover Metropolitan's costs for reviewing your request. Land Use Request Forms can be found at:

[http://mwdh2o.com/PDF\\_Doing\\_Your\\_Business/4.7.1\\_Land\\_Use\\_Request\\_form\\_revised.pdf](http://mwdh2o.com/PDF_Doing_Your_Business/4.7.1_Land_Use_Request_form_revised.pdf)

The request should be emailed to [RealEstateServices@mwdh2o.com](mailto:RealEstateServices@mwdh2o.com) or contact the Real Property Development and Management (RPDM) Group at (213) 217-7750.

After the initial application form has been submitted, Metropolitan may require the following in order to process your request:

- A. A map indicating the location(s) where access is needed, and the location & size (height, width and depth) of any invasive subsurface activity (boreholes, trenches, etc.).
- B. The California Environmental Quality Act (CEQA) document(s) or studies that have been prepared for the project (e.g., initial study, notice of exemption, Environmental Impact Report (EIR), Mitigated Negative Declaration (MND), etc.).
- C. A copy of an ACORD insurance certification naming Metropolitan as an additional insured, or a current copy of a statement of self-insurance.
- D. Confirmation of the legal name of the person(s) or entity(ies) that are to be named as the permittee(s) in the entry permit.
- E. Confirmation of the purpose of the land use.
- F. The name of the person(s) with the authority to sign the documents and any specific signature title block requirements for that person or any other persons required to sign the document (i.e., legal counsel, Board Secretary/Clerk, etc.).
- G. A description of any vehicles that will have access to the property. The exact make or model information is not necessary; however, the general vehicle type, expected maximum dimensions (height, length, width), and a specific maximum weight must be provided.

Land use applications and proposed use of the property must be compatible with Metropolitan's present and/or future use of the property. Any preliminary review of your request by Metropolitan shall not be construed as a promise to grant any property rights for the use of Metropolitan's property.

## **19.0 Compliance with Environmental Laws and Regulations**

As a public agency, Metropolitan is required to comply with all applicable environmental laws and regulations related to the activities it carries out or approves. Consequently, project plans, maps, and other information must be reviewed to determine Metropolitan's obligations pursuant to state and federal environmental laws and regulations, including, but not limited to:

- A. California Environmental Quality Act (CEQA) (Public Resources Code 21000-21177) and the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 1500-15387)
- B. Federal Endangered Species Act (ESA) of 1973, 16 U.S.C. §§ 1531, et seq.
- C. California Fish and Game Code Sections 2050-2069 (California ESA)
- D. California Fish and Game Code Section 1602
- E. California Fish and Game Code Sections 3511, 4700, 5050 and 5515 (California fully protected species)
- F. Federal Migratory Bird Treaty Act (MBTA), 16 U.S.C. §§ 703-712
- G. Federal Clean Water Act (including but not limited to Sections 404 and 401) 33 U.S.C. §§ 1342, 1344)

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H. Porter Cologne Water Quality Control Act of 1969, California Water Code §§ 13000-14076.

I. Title 22, California Code of Regulations, Chapter 16 (California Waterworks Standards), Section 64572 (Water Main Separation)

Metropolitan may require the project applicant to pay for any environmental review, compliance and/or mitigation costs incurred to satisfy such legal obligations.

## **20.0 Paramount Rights / Metropolitan's Rights within Existing Rights-of-Way**

Facilities constructed within Metropolitan's rights-of-way shall be subject to the paramount right of Metropolitan to use its rights-of-way for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove or relocate any facilities from its rights-of-way, such removal and replacement or relocation shall be at the expense of the owner of the facility.

## **21.0 Disclaimer and Information Accuracy**

Metropolitan assumes no responsibility for the accuracy of the substructure information herein provided. The user assumes responsibility for verifying substructure locations before excavating and assumes all liability for damage to Metropolitan's facilities as a result of such excavation. Additionally, the user is cautioned to conduct surveys and other field investigations as you may deem prudent, to assure that your project plans are correct. The relevant representative from Metropolitan must be called at least two working days, before any work activity in proximity to Metropolitan's facilities.

It generally takes 30 days to review project plans and provide written responses. Metropolitan reserves the right to modify requirements based on case-specific issues and regulatory developments.



**Table 1: General Guidelines for Pipeline Separation between Metropolitan's Pipeline<sup>1</sup> and Sanitary Sewer<sup>2</sup> or Hazardous Fluid Pipeline<sup>3</sup>**

<u>Pipeline Crossings</u>	Metropolitan requires that sanitary sewer and hazardous fluid pipelines that cross Metropolitan's pipelines have special pipe construction (no joints) <b>and</b> secondary containment <sup>4</sup> . This is required for the full width of Metropolitan's rights-of-way or within 10 feet tangent to the outer edges of Metropolitan's pipeline within public streets. Additionally, sanitary sewer and hazardous fluid pipelines crossing Metropolitan's pipelines must be perpendicular and maintain a minimum 1-foot vertical clearance between the top and the bottom of Metropolitan's pipeline and the pipe casing.  These requirements apply to all sanitary sewer crossings regardless if the sanitary sewer main is located below or above Metropolitan's pipeline.
<u>Parallel Pipeline</u>	Metropolitan generally does not permit the installation of longitudinal pipelines along its rights-of-way. Within public streets, Metropolitan requires that all parallel sanitary sewer, hazardous fluid pipelines and/or non-potable utilities be located a minimum of 10 feet from the outside edges of Metropolitan's pipelines. When 10-foot horizontal separation criteria cannot be met, longitudinal pipelines require special pipe construction (no joints) <b>and</b> secondary containment <sup>4</sup> .
<u>Sewer Manhole</u>	Sanitary sewer manholes are not allowed within Metropolitan's rights-of-way. Within public streets, Metropolitan requests manholes parallel to its pipeline be located a minimum of 10 feet from the outside edges of its pipelines. When 10 foot horizontal separation criteria cannot be met, the structure must have secondary containment <sup>5</sup> .

Notes:<sup>1</sup> Separation distances are measured from the outer edges of each pipe.<sup>2</sup> Sanitary sewer requirements apply to all recycled water treated to less than disinfected tertiary recycled water (disinfected secondary recycled water or less). Recycled water definitions are included in Title 22, California Code of Regulations, Chapter 3 (Water Recycling Criteria), Section 60301.<sup>3</sup> Hazardous fluids include e.g., oil, fuels, chemicals, industrial wastes, wastewater sludge, etc.<sup>4</sup> Secondary Containment for Pipeline - Secondary containment consists of a continuous pipeline sleeve (no joints). Examples acceptable to Metropolitan include welded steel pipe with grout in annular space and cathodic protection (unless coated with non-conductive material) and High Density Polyethylene (HDPE) pipe with fusion-welded joints.<sup>5</sup> Secondary Containment for Structures - Secondary containment consists of external HDPE liner or other approved method.

**Table 2: General Guidelines for Pipeline Separation between Metropolitan's Pipeline<sup>1</sup> and Storm Drain and/or Disinfected Tertiary Recycled Water<sup>2</sup>**

<b><u>Pipeline Crossings</u></b>	Metropolitan requires crossing pipelines to be special pipe construction (no joints) or have secondary containment <sup>3</sup> within 10-feet tangent to the outer edges of Metropolitan's pipeline. Additionally, pipelines crossing Metropolitan's pipelines must be perpendicular and maintain a minimum 1-foot vertical clearance.
<b><u>Parallel Pipeline</u></b>	Metropolitan generally does not permit the installation of longitudinal pipelines along its rights-of-way. Within public streets, Metropolitan requests that all parallel pipelines be located a minimum of 10 feet from the outside edges of Metropolitan's pipelines. When 10-foot horizontal separation criteria cannot be met, special pipe construction (no joints) or secondary containment <sup>3</sup> are required.
<b><u>Storm Drain Manhole</u></b>	Permanent utility structures (e.g., manhole, catch basin, inlets) are not allowed within Metropolitan's rights-of-way. Within public streets, Metropolitan requests all structures parallel to its pipeline be located a minimum of 10 feet from the outside edges of its pipelines. When 10 foot horizontal separation criteria cannot be met, the structure must have secondary containment <sup>4</sup> .

**Notes:**<sup>1</sup> Separation distances are measured from the outer edges of each pipe.<sup>2</sup> Disinfected tertiary recycled water as defined in Title 22, California Code of Regulations, Chapter 3 (Water Recycling Criteria), Section 60301.<sup>3</sup> Secondary Containment for Pipeline - Secondary containment consists of a continuous pipeline sleeve (no joints). Examples acceptable to Metropolitan include welded steel pipe with grout in annular space and cathodic protection (unless coated with non-conductive material) and High Density Polyethylene (HDPE) pipe with fusion-welded joints.<sup>4</sup> Secondary Containment for Structures - Secondary containment consists of external HDPE liner or other approved method.

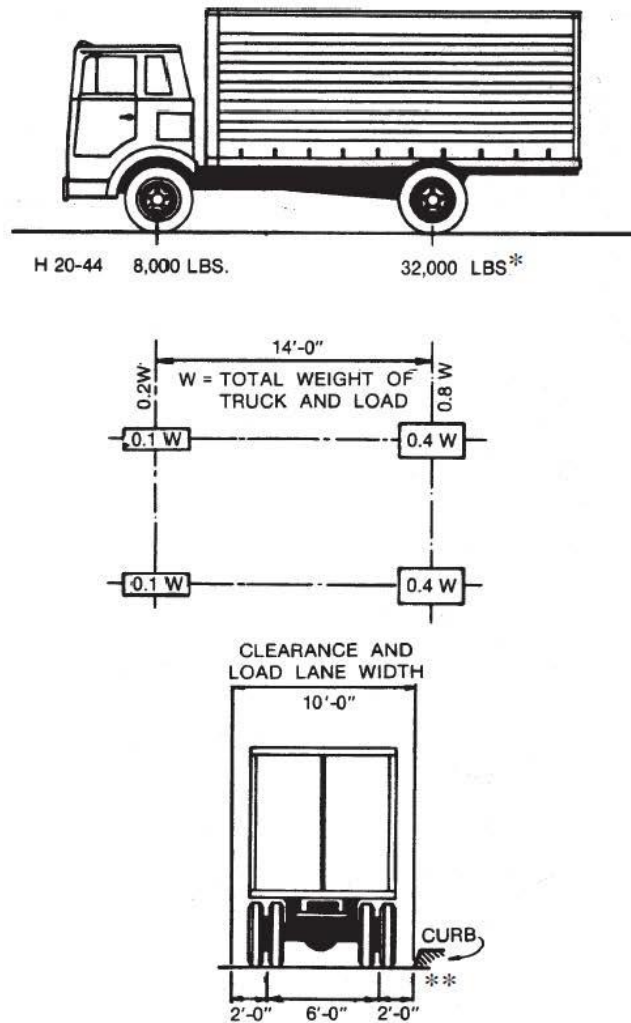
**Table 3: General Guidelines for Pipeline Separation<sup>1</sup> between Metropolitan's Pipeline and Recycled Water<sup>2,4</sup> Irrigations**

Pressurized recycled irrigation mainlines	<ul style="list-style-type: none"> <li>Crossings - must be perpendicular and maintain a minimum 1-foot vertical clearance. Crossing pressurized recycled irrigation mainlines must be special pipe construction (no joints) or have secondary containment<sup>3</sup> within 10-feet tangent to the outer edges of Metropolitan's pipeline.</li> <li>Longitudinal - must maintain a minimum 10-foot horizontal separation and route along the perimeter of Metropolitan's rights-of-way where possible.</li> </ul>
Intermittently Energized Recycled Water Irrigation System Components	<ul style="list-style-type: none"> <li>Crossings - must be perpendicular and maintain a minimum 1-foot vertical clearance. Crossing irrigation laterals within 5-feet tangent to the outer edges of Metropolitan's pipeline must be special pipe construction (no joints) or have secondary containment<sup>3</sup>.</li> <li>Longitudinal – must maintain a minimum 5-foot horizontal separation between all intermittently energized recycled water irrigation system components (e.g. irrigation lateral lines, control valves, rotors) and the outer edges of Metropolitan's pipeline. Longitudinal irrigation laterals within 5-feet tangent to the outer edges of Metropolitan's pipeline must be special pipe construction (no joints) or have secondary containment<sup>3</sup>.</li> </ul>
Irrigation Structures	Irrigation structures such as meters, pumps, control valves, etc. must be located outside of Metropolitan's rights-of-way.
Irrigation spray rotors near Metropolitan's aboveground facilities	Irrigation spray rotors must be located a minimum of 20-foot from any Metropolitan above ground structures with the spray direction away from these structures. These rotors should be routinely maintained and adjusted as necessary to ensure no over-spray into 20-foot clear zones.
Irrigations near open canals and aqueducts	Irrigation with recycled water near open canals and aqueducts will require a setback distance to be determined based on site-specific conditions. Runoff of recycled water must be contained within an approved use area and not impact Metropolitan facilities. Appropriate setbacks must also be in place to prevent overspray of recycled water impacting Metropolitan's facilities.

**Notes:**<sup>1</sup> Separation distances are measured from the outer edges of each pipe.<sup>2</sup> Requirements for recycled water irrigation apply to all levels of treatment of recycled water for non-potable uses. Recycled water definitions are included in Title 22, California Code of Regulations, Chapter 3 (Water Recycling Criteria), Section 60301.<sup>3</sup> Secondary Containment for Pipeline - Secondary containment consists of a continuous pipeline sleeve (no joints). Examples acceptable to Metropolitan include welded steel pipe with grout in annular space and cathodic protection (unless coated with non-conductive material) and High Density Polyethylene (HDPE) pipe with fusion-welded joints.<sup>4</sup> Irrigation with recycled water shall not be applied directly above Metropolitan's treated water pipelines.



Figure 1: AASHTO H-20 Loading



Note: The H loadings consist of a two-axle truck or the corresponding lane loadings as illustrated above. The H loadings are designated "H" followed by a number indicating the gross weight in tons of the standard truck.

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## Response to Comment Letter 2

Metropolitan Water District, Environmental Planning Section  
Sean Carlson, Team Manager  
September 2, 2020

- 2-1** Thank you for your comment pursuant to the Globemaster Corrido Specific Plan (GCSP; Proposed Project). This comment provides an introduction regarding the Draft Program Environmental Impact Report/Program Environmental Impact Statement (PEIR/PEIS), and a summary of the Project description. Per California Environmental Quality Act (CEQA) Guidelines Section 15088, the lead agency shall respond to comments raising significant environmental issues. Since this comment does not raise significant environmental issues, no further response is required or provided.
- 2-2** The Metropolitan Water District of Southern California (MWD) notes that MWD had previously provided comments in response to the Notice of Preparation (NOP) and Initial Study for the GCSP. Comments 2-7 through 2-10 discuss the comment letter that was provided on October 11, 2018, from MWD. Please see Responses to Comments 2-7 through 2-10 for further details.
- 2-3** The commenter notes that MWD's Second Lower Feeder and facilities are close to the Cherry Avenue Street Improvements identified in Figure 2-6, Globemaster Corridor Specific Plan, in Chapter 2, Project Description, of the Draft PEIR/PEIS. The commenter is concerned with the potential impacts to the Second Lower Feeder that may result from construction and future redevelopment under the GCSP. Additionally, the commenter requests that the City of Long Beach (City) evaluate the impacts of the GCSP on MWD's existing facilities that occur within the GCSP area (Plan Area). The GCSP does not propose any physical improvements that would affect the 76-inch-diameter Second Lower Feeder pipeline. Additionally, mitigation measure MM-UTIL-1 requires future development and/or redevelopment projects under the GCSP to have a site-specific and project-specific utilities report at the time of project entitlements. This mitigation measure would also require obtaining "will serve" letters from all applicable utility providers. During the entitlement process for future GCSP projects, the Long Beach Water Department will coordinate with MWD in the event that any proposed grading within MWD's easement is required. The coordinate effort will ensure that MWD maintains its right-of-way and unobstructed access to facilities and properties at all times.
- 2-4** The commenter states that detailed drawings of MWD's pipelines and rights-of-way may be obtained by calling MWD's Substructures Information Line. Additionally, this comment notes that the comment letter includes a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or easements of The Metropolitan Water District of Southern California" as an attachment. The City acknowledges receipt of these guidelines. All final designs and plans for future GCSP projects will clearly identify MWD's facilities and rights-of-way. The Long Beach Water Department will coordinate with MWD on these efforts during the entitlement process for future GCSP projects.
- 2-5** MWD encourages projects to include water conservation measures and encourages measures that offset any increase in water use. The GCSP would comply with Title 24, Part 11 of the California Code of Regulations, which establishes minimum mandatory standards and voluntary standards pertaining to water conservation. Additionally, Title 20 of the California Code of Regulations requires manufacturers to meet state and federal standards for water efficiency. Specific standards related to

water conserving measures that would be implemented as part of the GCSP are addressed in Section 3.4.2, Regulatory Setting, in Section 3.4, Greenhouse Gas Emissions, of the Draft PEIR/PEIS.

- 2-6** This comment provides closing remarks and provides a contact for any questions on the comment letter. This comment does not raise which issues were not adequately addressed; therefore, no further response is required or provided.
- 2-7** This comment letter was provided as part of the October 11, 2018, comment letter from MWD in response to the NOP and Initial Study for the GCSP. This comment letter was included in its entirety in Appendix A of the Draft PEIS/PEIS for the GCSP. The content of the letter was incorporated into the analysis of the Draft PEIR/PEIS. This comment summarizes the GCSP information, including that the City is acting as the lead agency; that the GCSP includes preparation of a Specific Plan; and that the GCSP includes the reorganization of undeveloped and empty land for commercial, industrial, retail, and business uses, along with improvements to the infrastructure system. Per State CEQA Guidelines Section 15088, the lead agency shall respond to comments raising significant environmental issues. Since this comment does not raise significant environmental issues, no further response is required or provided.
- 2-8** The comment notes that previous comments were provided for the NOP and requests that concerns regarding the water pipeline located within the Plan Area be addressed. Appendix A of the Draft PEIR/PEIS includes the referenced letter, which mentions a 76-inch-diameter pipeline in the Plan Area. See Response to Comment 2-3 for further details.
- 2-9** See Response to Comment 2-4 for further details.
- 2-10** This comment provides closing remarks and provides a contact for any questions on the comment letter. This comment does not raise which issues were not adequately addressed; therefore, no further response is required or provided.

## Comment Letter 3



COUNTY OF LOS ANGELES  
AIRPORT LAND USE COMMISSION

September 10, 2020

Department of Development Services, Planning Bureau  
ATTN: Maryanne Cronin, Planner  
411 W. Ocean Boulevard, 3rd Floor  
Long Beach, CA 90802

**SUBJECT: NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT  
REPORT FOR GLOBEMASTER CORRIDOR SPECIFIC PLAN IN THE  
CITY OF LONG BEACH**

Thank you for the opportunity to comment on the Notice of Availability of a Draft EIR for the Globemaster Corridor Specific Plan. Staff of the Los Angeles County Airport Land Use Commission (ALUC) has reviewed the environmental document and has the following comments.

In accordance with the California Public Utilities Code (PUC), Section 21676(b), prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the Airport Land Use Commission pursuant to Section 21675, the local agency shall first refer the proposed action to the ALUC for a consistency determination with the adopted Airport Land Use Compatibility Plan.

The types of potential airport impacts which the ALUC considers are: 1) Exposure to aircraft noise; 2) Land use safety – the risks, both to people on the ground and the occupants of aircraft, associated with aircraft accidents near airports; 3) Protection of airport airspace from hazards to flight; and 4) General concerns, especially annoyance, related to aircraft overflight. The relevant sections of the Draft EIR which the ALUC will review for this project are within the Land Use & Planning, Noise and Hazards/Hazardous Materials.

The timing of submission of materials for review by the ALUC should be after the City of Long Beach has taken preliminary action, such as through Planning Commission's initial approval, but before the City Council has considered the project for final approval. All project information should be filed with the Los Angeles County Department of Regional Planning.

A pre-consultation with ALUC staff is recommended before the formal submission of project materials, which can be arranged by calling (213) 974-6432 or sending an email to [aluc@planning.lacounty.gov](mailto:aluc@planning.lacounty.gov). For additional information on project submittal materials, please visit our webpage at: <http://planning.lacounty.gov/aluc>.

If you have any questions, please call Alyson Stewart at (213) 458-5513 or Bruce Durbin at (213) 974-6432 Monday through Thursday between 7:30 a.m. and 5:30 p.m. or via

3-1

3-2

3-3

3-4

320 West Temple Street, Los Angeles, California 90012 Telephone (213) 974-6409 or TDD (213) 617-2292 <http://planning.lacounty.gov/aluc>

email at [aluc@planning.lacounty.gov](mailto:aluc@planning.lacounty.gov).

↑ 3-4  
↑ (Cont.)

Sincerely,

**Bruce Durbin** Digitally signed by Bruce  
Durbin  
Date: 2020.09.10 07:13:37  
+07'00'

Bruce Durbin, Supervising Regional Planner  
Ordinance Studies/ALUC Staff

BD:as

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320 West Temple Street, Los Angeles, California 90012 Telephone (213) 974-6409 or TDD (213) 617-2292 <http://planning.lacounty.gov/aluc>

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## Response to Comment Letter 3

County of Los Angeles Airport Land Use Commission  
 Bruce Durbin, Supervising Regional Planner  
 September 10, 2020

- 3-1** This comment letter refers to the California Public Utilities Code requiring a local agency to first refer the proposed action to the Airport Land Use Commission (ALUC) for a consistency determination with the adopted Airport Land Use Plan. As noted in Section 3.7.2, Regulatory Setting, in Section 3.7, Land Use and Planning, of the Draft Program Environmental Impact Report/Program Environmental Impact Statement (PEIR/PEIS) for the Globemaster Corridor Specific Plan (GCSP or Proposed Project), the City of Long Beach (City) acknowledges that, within the Los Angeles County Airport Land Use Plan planning area, certain proposed local land use actions must be submitted to the ALUC for review.
- 3-2** This comment describes the types of potential airport impacts that the ALUC considers, and provides the relevant sections of the Draft PEIR/PEIS that the ALUC reviewed: Land Use and Planning, Noise, and Hazardous Materials. The City notes that the purpose of the Notice of Availability sent to ALUC on August 3, 2020, was to inform the ALUC that the Draft PEIR/PEIS was available for public review and comment. The following is provided in Section 3.7, Land Use and Planning; Section 3.8, Noise; and Section 3.5, Hazards and Hazardous Materials, of the Draft PEIR/PEIS:

Page 3.7-15: During the SPR process, the applicant must complete and submit all required forms (including Form 7460-1) to the Federal Aviation Administration (FAA) for a determination of no hazard to air navigation. Prior to issuance of a building permit, a copy of all written findings from the FAA regarding compliance with Part 77, height limit regulations related to the Long Beach Airport, shall be provided to the SPR Committee.

Page 3.8-23: The Proposed Project does anticipate development of a Business Park (BP) district bounded by the Long Beach Airport to the north, south, and east. The portion of the BP expected to be located within the aforementioned 65 dBA CNEL contour is currently identified by the Proposed Project land use and mobility plan as being within the Community Commercial (CC) district planned north of the intersection between Hudson Avenue and Cover Street, and as such will create an opportunity for workers to be exposed to airport noise levels exceeding 65 dBA CNEL. At this location, anticipated noise impacts would be significant for development of exterior usage areas that might include restaurant patios, hotel balconies and outdoor recreation areas, and outdoor retail areas. Mitigation measure MM-NOI-4 requires applicants for commercial and industrial developments within these areas within the Proposed Project Community Commercial (CC) district to retain an acoustical specialist to review development project construction-level plans. The acoustical specialist shall have the responsibility to ensure that the design, location, and orientation (e.g., facing with respect to Long Beach Airport operations) of outdoor use areas will not expose facility occupant and visitors to airport operations noise levels greater than 65 dBA CNEL. Implementation of mitigation measure MM-NOI-4 would help ensure that such developed outdoor occupied spaces feature noise reduction that keeps airport activity noise contribution to a level below 65 dBA CNEL. For the interior occupied spaces of

these newly developed nonresidential land uses, Section 5.507.4.1 and 5.507.4.2 of the CalGreen building code would apply where the building locations are within the 65 dBA CNEL contour of the airport. The latter of these requirements, 5.507.4.2, establishes an interior background noise threshold of 50 dBA hourly Leq with respect to exterior-to interior noise intrusion. Mitigation measure MM-NOI-5 requires applicants for commercial and industrial developments within these areas within the Proposed Project Community Commercial (CC) district to retain an acoustical specialist to review development project construction-level plans. The acoustical specialist shall have the responsibility to ensure that the design and materials of sound insulating assemblies will be sufficient to yield interior background sound levels attributed to exterior-to-interior noise intrusion to no more than 50 dBA hourly Leq.

Page 3.5-13: Most of the Plan Area is under imaginary surfaces regulating obstructions to navigable airspace surrounding Long Beach Airport pursuant to FAA Part 77 regulations for Imaginary Surfaces. Figure 2-7, Height Districts, establishes height districts for each parcel in the Plan Area, with a range of 38 feet to 153 feet, except for Height District D, which is the Open Space District with a max height of 30 feet.

As shown on Figure 2-7, Height District A is concentrated in the Central Core Area of the GCSP on the east side of Cherry Avenue, near the location of the existing Globemaster C-17 Hangar which is approximately 100 feet in height for reference. The remainder of the Height Districts in the GCSP would establish maximum building heights at 65 feet or less. All future development within the City, including within the Plan Area, would be required to conform to the proposed height restrictions. During the plan check process, the City would review all development applications and plans to ensure consistency with FAA Part 77, and an aeronautical study may be required to determine whether the proposed structure would be an obstruction to navigable airspace. The height of development is subject to compatibility with the airport land use and applicable restrictions of the Caltrans Airport Land Use Planning Handbook and FAA Federal Aviation Regulations. Development projects in the FAA regulated height areas that are near or approach height limits, or any structures over certain elevations above ground level, would be required to file a Notice of Proposed Construction or Alteration with the FAA and otherwise provide compliance as required by the Federal Aviation Regulations and conformance to the recommendations of the Caltrans Airport Land Use Planning Handbook. A project would not be permitted to proceed to the construction phase until compatibility with all applicable federal and local requirements related to air traffic and airport operations is demonstrated to the satisfaction of the City

Additionally, as noted in Section 2.4.4, Airport Compatibility, of the Draft PEIR/PEIS, page 2-7: The GCSP would comply with airport compatibility standards set forth by the 2011 Caltrans California Airport Land Use Planning Handbook (2011 Handbook), 2004 Los Angeles County Airport Land Use Plan (2004 CALUP), and Federal Aviation Administration (FAA) guidelines. The 2011 Handbook requires each County's Airport Land Use Commission (ALUC) to prepare an ALUP [Airport Land Use Plan]. In Los Angeles County, the Regional Planning Commission acts as the ALUC for all public use airports in the County. The compatibility criteria adopted by the ALUC for the Long Beach Airport are intended to protect the airport from encroachment by future incompatible land uses. Within the 2004 CALUP planning boundaries, certain proposed local land use actions must be submitted to the ALUC for review. The 2004 CALUP was prepared in conformance with the 2011 Handbook and FAAs guidelines at the time. However, the current 2004 CALUP for the Long Beach Airport is outdated and does not fully reflect the compatibility guidance provided in the 2011 Handbook. For example, the 2011 Handbook provides a set of generic safety zones and land use criteria for each safety zone. The Long Beach Airport 2004 CALUP does not include this safety compatibility criteria. Therefore, reference to both the 2004 CALUP and 2011 Handbook will be made.

- 3-3** The comment states the timing of submission of materials for review by ALUC should be after the City has taken preliminary action, such as through Planning Commission's initial approval, but before the City Council has considered the project for final approval. As addressed in Response to Comment 3-2, the City has provided the Draft PEIR/PEIS for review by the ALUC as part of the Notice of Availability sent to ALUC on August 3, 2020. The Proposed Project has not yet been approved by the Planning Commission. The City acknowledges this comment as part of previous discussions with ALUC staff. In the event the Proposed Project is approved by the Planning Commission, the City will submit materials to ALUC.

Additionally, the comment states that all Proposed Project information should be filed with the Los Angeles County Department of Regional Planning. The City will file information regarding the Proposed Project with the Los Angeles County Department of Regional Planning.

- 3-4** The comment states a pre-consultation with ALUC staff is recommended before formal submission of materials. The comment also provides contact information regarding submission of materials. This comment does not raise which issues were not adequately addressed; therefore, no further response is required or provided. The City commits to schedule a pre-consultation meeting with ALUC staff prior to the formal submission of GCSP materials.

## Comment Letter 4

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

**DEPARTMENT OF TRANSPORTATION**  
 DISTRICT 7- OFFICE OF REGIONAL PLANNING  
 100 S. MAIN STREET, SUITE 100  
 LOS ANGELES, CA 90012  
 PHONE (213) 266-3574  
 FAX (213) 897-1337  
 TTY 711  
 www.dot.ca.gov



September 10, 2020

Maryanne Cronin, City of Long Beach  
 411 West Ocean Boulevard, 3<sup>rd</sup> Floor  
 Long Beach, California 90802

RE: Globemaster Corridor Specific Plan (GCSP)  
 Project - Draft Environmental Impact Report  
 (DEIR)  
 SCH# 2018051050  
 GTS# 07-LA-2018-03330  
 Vic. LA-405 PM 4.878

Dear Maryanne Cronin,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The GCSP would guide land uses for the approximately 438.3-acre Plan Area and allow development within this Plan Area as defined in the GCSP. The GCSP creates a policy framework for the development and improvement of the Plan Area into an employment district in an area adjacent to the Long Beach Airport, port of Long Beach, I-405 freeway, and surrounding residential and business community. The GCSP summarizes the development potential for each land use district, compared to existing land uses and the 10-20 year market demand. Overall, the Plan Area will accommodate a maximum of 4.7 mill sf of office use, 4.3 mill sf of industrial uses, 463,600 sf of retail uses, 84,500 sf of restaurant uses, 178,600 sf of hotel uses, and approximately 16 residential units.

4-1

The nearest State facility to the proposed project is Interstate 405. After reviewing the DEIR, Caltrans has the following comments:

Caltrans fully supports Mitigation Measure MM-AQ-4. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle, doubling trips made by walking and public transit, as well as achieving a 15% reduction in statewide, per capita, vehicle miles traveled (VMT). Similar goals are embedded in California Transportation Plan 2040, the Southern California Association of Governments' (SCAG) Regional Transportation Plan, and Statewide legislation such as AB 32, SB 375, as well as Executive Orders S-3-05 and N-19-19. The elements of MM-AQ-4 are critical to creating high quality transportation alternatives for local and inter-regional trips, reducing Greenhouse Gas (GHG) emissions, and achieving State-level policy goals related to sustainable transportation and more sustainable land-use development.

4-2

*"Provide a safe, sustainable, integrated and efficient transportation system  
 to enhance California's economy and livability"*

Maryanne Cronin  
September 10, 2020  
Page 2

However, Caltrans does not concur with Mitigation Measures MM-TRAF-3, MM-TRAF-4, MM-TRAF-5, MM-TRAF-6, MM-TRAF-7, MM-TRAF-9, MM-TRAF-10, MM-TRAF-11, MM-TRAF-12, MM-TRAF-13, and MM-TRAF-14. These mitigation measures are in direct conflict with items A and C of MM-AQ-4. By creating additional travel lanes and widening so many roads and intersections within the project area the ability of people walking, rolling, or riding bikes to safely reach their destinations is severely impacted. Wide roadways with numerous travel lanes are associated with higher vehicle speeds and increased crash severity for pedestrians, people on bikes, as well as motorists. Maintaining shorter crossing distances would greatly benefit transit, walkability and significantly improve safety for all roadway users. In addition to creating safety concerns these mitigation measures may induce additional Vehicle Miles Travelled (VMT) which is considered a significant environmental impact and not aligned with the goals and intentions established by SB743.

4-3

Regarding Intersection #11 (Existing traffic conditions): The preliminary review of the existing volumes indicates that the I-405 SB ramps at Orange Avenue (Stop Controlled) intersection satisfies traffic signal warrant #3 criteria for the installation of a traffic signal. The traffic signal and intersection design should not increase vehicle capacity or induce additional VMT. Improvements to the sidewalk, ramps, and countdown pedestrian signals should all meet or exceed ADA requirements.

4-4

Regarding Intersection #18 (2040 Plus Project): Proposed to restripe the westbound approach of Spring Street at I-405 SB off-ramp to provide an additional through lane. These changes may not be in the best interest of all users and would be subject to review and approval of the City of Long Beach and Caltrans

4-5

Caltrans Transportation Planners and Engineers are available to discuss design options for intersection #11 and #18 to achieve the safest and most equitable outcome for the public. Once an appropriate design is chosen, both intersections and any additional project work proposed on or near Caltrans Right of Way will require an encroachment permit through Caltrans, Office of Permits.

4-6

The transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will also need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

4-7

If you have any questions, please contact project coordinator Anthony Higgins, at [anthony.higgins@dot.ca.gov](mailto:anthony.higgins@dot.ca.gov) and refer to GTS# 07-LA-2018-03330.

Sincerely,  
*Miya Edmonson*  
MIYA EDMONSON  
IGR/CEQA Branch Chief  
cc: Scott Morgan, State Clearinghouse

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

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## Response to Comment Letter 4

California Department of Transportation  
Miya Edmonson, IGR/CEQA Branch Staff  
September 16, 2020

- 4-1** This comment is introductory and summarizes the information for the Globemaster Corridor Specific Plan (GCSP; Proposed Project). Per State California Environmental Quality Act (CEQA) Guidelines Section 15088, the lead agency shall respond to comments raising significant environmental issues. Since this comment does not raise significant environmental issues, no further response is required or provided.
- 4-2** This comment establishes that the nearest state facility to the Proposed Project is Interstate (I) 405. The comment provides support for Mitigation Measure (MM-)AQ-4, which requires the Proposed Project to implement a Transportation Demand Management Program, because the elements provided within the measure are critical to creating high-quality transportation alternatives, reducing greenhouse gas emissions, and achieving state-level policy goals related to sustainable transportation and land-use development. This comment does not warrant revisions to the Draft Program Environmental Impact Report/Program Environmental Impact Statement (PEIR/PEIS) because MM-AQ-4 remains in effect for the Proposed Project.
- 4-3** This comment provides reasons why the California Department of Transportation (Caltrans) opposes MM-TRAF-3 through MM-TRAF-7 and MM-TRAF-9 through MM-TRAF-14. The commenter states that such mitigation measures are in direct conflict with items A and C of MM-AQ-4. By creating additional travel lanes and widening roads, walking and biking safety are impacted. Further, the comment notes that these mitigation measures may induce additional vehicle miles traveled (VMT).

MM-TRAF-3 through MM-TRAF-14 propose improvements, such as addition of turn or through lanes at intersections that are forecast to operate at deficient levels of service under buildout conditions. However, some of these improvements that require additional right-of-way may not be feasible since they would result in loss of sidewalks and loss of developable areas and related jobs. Further, some of these measures would conflict with planned improvements such as bicycle facilities along Orange Avenue and Spring Street. The lead agency would consider pedestrian and bicyclist safety in designing the physical improvements to these intersections, and only implement measures that are safe for all road users and are consistent with adopted mobility plans. Further, it was noted in the Draft PEIR/PEIS that some of the proposed measures would be infeasible and, therefore, impacts of the Proposed Project would remain significant and unavoidable. The traffic mitigation measures do not preclude the type of improvements called for in the Transportation Demand Management program in Section 3.2, Air Quality, including MM-AQ-4 (Vehicle Miles Traveled Reduction Strategies), of the Draft PEIR/PEIS. These measures can be incorporated into the design of internal roadways consistent with the design requirements of the GCSP, independent of any changes to external intersection geometries, as detailed in the proposed transportation mitigation measures.

Level of service and delay are not considered significant transportation impacts under CEQA, pursuant to adoption of Senate Bill 743 and CEQA Section 15064.3(b). Further, physical improvements such as addition of lanes tend to induce additional travel and VMT; however, the Proposed Project would provide employment opportunities within the sub-region by creating a commercial and industrial district

which has a locational advantage of being adjacent to Long Beach Airport, the Port of Long Beach, I-405, and residential and business community. Further, as shown in the VMT analysis, provided as Appendix D2 in the Draft PEIR/PEIS, based on the land use and socio-economic characteristics, the Proposed Project would not exceed the existing regional average VMT and therefore would not have a significant VMT impact. Although capacity-enhancing improvements may generally be undesirable under a lens of VMT, in the specific case of the GCSP, these improvements are intended to aide local transportation and facilitate job creation in an area with a poor jobs/housing balance. Therefore, under the specific lens of the GCSP, these capacity-enhancing improvements are complementary to the goals of reducing VMT. Therefore, the Proposed Project is aligned with the goals and intentions established by Senate Bill 743.

- 4-4** The comment provides information for signalization of Intersection #11, Orange Avenue at I-405 southbound ramps, which operates at deficient level of service and warrants signalization under existing conditions. As noted in the traffic study for the Proposed Project, the City of Long Beach would install a traffic signal at Intersection #11 with approval of Caltrans. All improvements required to the sidewalk, ramps and pedestrian signal, per Americans with Disabilities Act requirements, would be implemented.
- 4-5** The comment provides Caltrans concern regarding intersection improvements proposed for Intersection #18, I-405 southbound off-ramps at Spring Street under Year 2040 plus Project conditions. The additional through lane has been proposed by restriping the westbound approach within the existing right-of-way. However, it has been noted that the feasibility of this improvement would be subject to review and approval of the City of Long Beach and Caltrans.
- 4-6** The comment acknowledges support and Caltrans Transportation Planners and Engineers availability to discuss improvements proposed for Intersections #11 and #18 (described in Responses to Comments 4-5 and 4-6). The requirement to obtain encroachment permit for any work proposed on Caltrans rights-of-way from the Caltrans, Office of Permits has been noted.
- 4-7** This comment notes that a Caltrans transportation permit is required for the transportation of heavy construction equipment and/or materials that require use of oversized transport vehicles on state highways. In addition, the commenter recommends that large-truck trips be limited to off-peak commute periods. The City understands that oversized transport vehicles on state highways will require a Caltrans transportation permit. All future projects would be subject to a project-specific traffic impact analysis at the time of application. This requirement will be included in the construction-related trip analyses for each project.



Comment Letter 5



**long beach**  
airport

where the going is easy®

September 16, 2020

Department of Development Services, Planning Bureau  
Attn: Maryanne Cronin, Planner  
411 West Ocean Boulevard, 3<sup>rd</sup> Floor  
Long Beach, CA 90802

RE: Long Beach Airport (Airport) Comments regarding Draft EIR/EIS for the  
Globemaster Corridor Specific Plan (SCH No. 2018091021)

Dear Ms. Cronin:

Thank you for the opportunity to review and comment on said Draft EIR/EIS. As noted in our discussion on Monday, September 14, 2020, the Airport is supportive of this project and looks forward to our continued collaboration. As part of the review period for the Draft EIR/EIS, we submit the attached comments for consideration.

Best regards,



Juan López-Ríos  
Deputy Director

4100 E. Donald Douglas Drive, Second Floor, Long Beach, CA 90808  
T 562.570.2600 F 562.570.2601 [lgb.org](http://lgb.org)

5-1

Maryanne Cronin, Planner  
September 16, 2020  
Page 2

Draft EIR/EIS – Globemaster Corridor Specific Plan (SCH No. 2018091021)  
Comments

- Figure 2-2 Local Context: An Airport property is not identified in this exhibit. Assessor Parcel Number 7149-010-902 on the south side of Spring Street between Airport Way and Airport Lane is Airport-owned. Please note that this omission appears to only occur on Figure 2-2.

5-2
- Table 2-1, Page 2-22, Initial paragraph, “As shown in Table 2-1, height restrictions range from...to a maximum of 176 feet towards the outer boundaries of the Plan Area.”: Given the proximity to the Airport to all parts of the Plan Area, the Airport has concern with the maximum height range. To the best of its knowledge, no existing structures are near this height limit within the proposed Plan Area.

5-3
- Figure 2-6 Globemaster Corridor Specific Plan, Street Classifications: The Airport is concerned with insuring that an appropriate area (buffer) will exist between the airfield and the development of new structures adjacent to the airfield. Individuals have been known to utilize landscaping (trees/shrubs), small structures, balconies, vehicles, storage containers, awnings, shade structures, etc., to climb up and/or to jump over an Airport’s security perimeter fence to gain unauthorized access to the airfield. Consequently, the Airport is supportive of the proposed location of the Gold Neighborhood Connectors on the North and South boundaries of the midsection of the Plan Area adjacent to the airfield. The placement of transportation connectors in these areas would serve as buffers to any permanent structures/objects that may be placed too close to the Airport’s security perimeter fence. These transportation connectors would also provide a clear line of sight from the airfield for operational and security personnel while on patrols to deter any unauthorized access over the Airport security perimeter fence.

5-4
- Figure 2-8 Example Development in Business Park District: Area (E), Surface Parking, is Airport restricted property for aviation development. It would not be available to support non-aeronautical uses within the Plan Area.

5-5
- Figure 2-10 Setback Districts: Like the concerns noted for Figure 2-6, the Airport wants to ensure that the setback limits in Setback District A are adequate to deter/minimize the potential for unauthorized access onto the airfield. The Airport supports transportation connectors to serve as setbacks in locations where the Plan Area abuts the airfield.

5-6
- Section 3.1.4, Page 3.1-20, Obstruction of visual landmarks: Since the airfield wraps around portions of the Plan Area, it will be critical to ensure that any projects in the Plan Area do not impede visibility of airfield operations from the air traffic control tower at the Airport.

5-7

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## Response to Comment Letter 5

Long Beach Airport  
Juan Lopez-Rios, Deputy Director  
September 16, 2020

- 5-1** This comment provides introductory remarks and general support for the Globemaster Corridor Specific Plan (GCSP; Proposed Project). Per State California Environmental Quality Act (CEQA) Guidelines Section 15088, the lead agency shall respond to comments raising significant environmental issues. Since this comment does not raise significant environmental issues, no further response is required or provided.
- 5-2** This comment is related to Figure 2-2, Local Context, in Chapter 2, Project Description, of the Draft Program Environmental Impact Report/Program Environmental Impact Statement (PEIR/PEIS). The commenter notes the airport property is not defined in this exhibit. Figure 2-2, Local Context, has been revised to include a portion of airport-owned property located south of Spring Street between Airport Way and Airport Lane that was not identified. Refer to Chapter 3, Changes to the Draft PEIR/PEIS, of this Final PEIR/PEIS.
- 5-3** This comment is related to height restrictions and the maximum range of 176 feet near the outer boundaries of the GCSP area (Plan Area). The commenter is concerned with the maximum height range and states to the best of their knowledge, no existing structures are near this height limit within the proposed Plan Area.

As noted in Section 3.5, Hazards and Hazardous Materials, of the Draft PEIR/PEIS, page 3.5-13: Most of the Plan Area is under imaginary surfaces regulating obstructions to navigable airspace surrounding Long Beach Airport pursuant to FAA Part 77 regulations for Imaginary Surfaces. Figure 2-7, Height Districts, establishes the height district for each parcel in the Plan Area, with a range of 38 feet to 153 feet, except for Height District D, which is the Open Space District with a max height of 30 feet.

As shown on Figure 2-7, Height District A is concentrated in the Central Core Area of the GCSP on the east side of Cherry Avenue, near the location of the existing Globemaster C-17 Hangar which is approximately 100 feet in height for reference. The remainder of the Height Districts in the GCSP would establish maximum building heights at 65 feet or less. All future development within the City, including within the Plan Area, would be required to conform to the proposed height restrictions. During the plan check process, the City would review all development applications and plans to ensure consistency with FAA Part 77, and an aeronautical study may be required to determine whether the proposed structure would be an obstruction to navigable airspace. The height of development is subject to compatibility with the airport land use and applicable restrictions of the Caltrans Airport Land Use Planning Handbook and FAA Federal Aviation Regulations. Development projects in the FAA regulated height areas that are near or approach height limits, or any structures over certain elevations above ground level, would be required to file a Notice of Proposed Construction or Alteration with the FAA and otherwise provide compliance as required by the Federal Aviation Regulations and conformance to the recommendations of the Caltrans Airport Land Use Planning

Handbook. A project would not be permitted to proceed to the construction phase until compatibility with all applicable federal and local requirements related to air traffic and airport operations is demonstrated to the satisfaction of the City

Since the height of development is subject to compatibility with the airport land use and applicable restrictions of the Caltrans Airport Land Use Planning Handbook and Federal Aviation Administration Federal Aviation Regulations, the Proposed Project would not conflict with an existing plans and restrictions regarding height. Therefore, the Proposed Project would not result in any hazards related to the height of buildings in the Plan Area.

Further, as provided in Section 3.7, Land Use and Planning, page 3.7-15: During the SPR process, the applicant must complete and submit all required forms (including Form 7460-1) to the Federal Aviation Administration (FAA) for a determination of no hazard to air navigation. Prior to issuance of a building permit, a copy of all written findings from the FAA regarding compliance with Part 77, height limit regulations related to the Long Beach Airport, shall be provided to the SPR Committee.

**5-4**

This comment is related to street classifications in Figure 2-6, Globemaster Corridor Specific Plan, in Chapter 2, Project Description, of the Draft PEIR/PEIS. The commenter is concerned with ensuring an appropriate buffer will exist between the airfield and development of new structures adjacent to the airfield. As also shown in Figure 2-6, the referenced area is within the Airport District.

As stated in Chapter 2 of the Draft PEIR/PEIS, page 2-20: Airport (AP) district is reserved for property that that is part of the designated airfield of the Long Beach Airport, and adjacent properties under Airport control. The Federal Aviation Administration (FAA) requires these areas to remain available for aviation operations and aviation-related uses. The property in the Airport district is managed by the Airport Department of the City of Long Beach. Land use and development standards reflect this aviation focus and are intended to accommodate any aviation related uses approved by the Airport Department.

As such, these areas would remain available for aviation operations and aviation-related uses and would ensure an appropriate buffer between new structures and the airfield. Furthermore, where the Business Park (BP) district abuts the airfield areas, the gold neighborhood connectors would form a vehicular right-of-way buffer to ensure that no nearby structures associated with development would affect airfield security. Further, proposed neighborhood connectors as shown in these figures are part of the GCSP vision, but actual implementation would depend on GCSP project specifics, and would be approved by the City's Director of Public Works. The commenter is also supportive of the proposed location of the gold neighborhood connectors for their ability to serve as buffers between permanent structures and the airport's security perimeter fence. All future development proposals abutting airfield areas will be routed to the Long Beach Airport Department for preliminary review on a project-specific basis.

- 5-5** This comment is related to Figure 2-8, Example Development in Business Park District, in Chapter 2 of the Draft PEIR/PEIS, noting Area E surface parking. The commenter states that this area is airport restricted for aviation development and it would not be available to support non-aeronautical uses. The commenter is correct in that the referenced area is marked as existing “E” surface parking and does not show new potential development because it is within the adjacent Airport District and, as previously mentioned, is reserved for property that is part of the designated airfield of the Long Beach Airport, and adjacent properties under Airport control. To clarify, this section of the figure has been revised to indicate “Airport Property (aircraft ramp)” underneath “(E) Surface Parking”. See the revision in Chapter 3, Changes to the Draft PEIR/PEIS, in this Final PEIR/PEIS.
- 5-6** The commenter is concerned whether the setback limits in Setback District A, shown in Figure 2-10, Setback Districts, in Chapter 2 of the Draft PEIR/PEIS, are adequate to deter/minimize the potential for unauthorized access onto the airfield. Because the entire Plan Area is within the Airport Environs Overlay Zone, with few exceptions, new or modified uses will be reviewed and approved by the Director of the Airport Department, or his or her designee (per Federal Aviation Administration Interim Guidance). Therefore, any concerns related to proposed setbacks in the design of individual developments can be modified and/or mitigated during the approval process. All future development proposals abutting airfield areas will be routed to the Long Beach Airport for preliminary review on a project-specific basis.
- The commenter is also supportive of transportation connectors to serve as setbacks in locations where the Plan Area abuts the airfield.
- 5-7** The comment references threshold (a) of Section 3.1, Aesthetics, referring to the following statement “however, GCSP approval would facilitate future development that could result in the obstruction of important visual resources, such as Signal Hill (see Key Viewpoint 2, and 5 [Figures 3.1- 2b and 3.1- 2e, respectively) and visual landmarks like the air traffic control tower at Long Beach Airport (see Key Viewpoint 4 [Figure 3.1-2d]).” The comment expresses concern around visibility of airfield operations from the air traffic control tower. The referenced text does not mean to state that the Proposed Project would impede visibility of airfield operations from the air traffic control tower; rather, the analysis considers the air traffic control tower and Signal Hill as important visual resources and states construction of new development may obstruct a pedestrians’ or motorists’ view of the air traffic control tower and Signal Hill. As further discussed in Section 3.1, no impacts to views of the air traffic control tower or Signal Hill were identified in the Draft PEIR/PEIS. In addition, under existing conditions, there are some areas of the airfield operations that cannot be directly visually observed from the control tower due to obstructions from existing buildings. However, as further discussed in Section 3.1 of the Draft PEIR/PEIS, any proposed development within the GCSP area is subject to compatibility with the applicable restrictions of the 2011 Caltrans California Airport Land Use Planning Handbook and Federal Aviation Administration Federal Aviation Regulations related to airport land use. Planned heights are greatest in areas of general industrial land uses (IG) (up to a maximum of 153 feet tall). However, the areas east of Cherry Avenue may be more restrictive due to the FAA height limits. No revisions to the Draft PEIR/PEIS are required in response to this comment.

## Comment Letter 6



## City of Signal Hill

2175 Cherry Avenue • Signal Hill, CA 90755

September 17, 2020

Department of Development Services, Planning Bureau  
Attn: Maryanne Cronin, Planner  
411 West Ocean Boulevard, 3<sup>rd</sup> Floor  
Long Beach, CA 90802

Subject: Globemaster Corridor Specific Plan Draft EIR

Dear Maryanne,

The City of Signal Hill Community Development and Public Works Departments have reviewed the subject Draft EIR and appreciate the opportunity to provide the following Planning and Public Works comments:

Planning Comments:

1. Since several of the boundaries of the Specific Plan are adjacent to the City's boundaries, we would like the Draft EIR to address impacts of land use compatibility, aesthetics, lighting, noise construction, air quality etc. on the City of Signal Hill properties.
2. Since the Specific Plan boundaries at 33<sup>rd</sup> St and 32<sup>nd</sup> St. locate General Industrial uses described as heavy industrial, and manufacturing uses, and large construction yards with heavy equipment. These uses are proposed on residential streets and directly adjacent to residential neighborhoods. The Draft EIR should identify and mitigate all potential significant impacts to the streets, and neighborhoods.
3. Design guidelines and development standards should include enhancements, buffers and other mitigation measures when adjacent to Signal Hill boundaries and when proposed Specific Plan land uses interface with differing land uses or street frontages in Signal Hill, to avoid aesthetic, and functional impacts.

Public Works comments:

1. Please see attached traffic comments from the City's Traffic Engineer.

Regards,

Colleen T. Doan  
Community Development Director

6-1

6-2

6-3

6-4



**MEMORANDUM****GLOBEMASTER CORRIDOR SPECIFIC PLAN DRAFT PEIR/PEIS**  
**TRANSPORTATION RELATED COMMENTS**

Date: September 14, 2020

To: Colleen Dolan, Community Development Director  
Kelli Tunnichiff, Public Works Director  
Steve Badum, City Engineer  
Jesus Saldana, Senior Engineering Technician**Subject: Review Comments**

The following are review comments related to the Draft PEIR/PEIS Transportation Section 3.11

- |  |      |
|--|------|
| 1. It should be noted that the project borders the City of Signal Hill with shared transportation facilities. The City of Signal Hill Public Works Department was not contacted prior for input into Section 3.11 Transportation.  | 6-5  |
| 2. Note, the transportation Study or the Specific Plan did not mention adjacent residential areas on 32 <sup>nd</sup> and 33 <sup>rd</sup> Street which will be impacted by traffic and transportation related issues.   | 6-6  |
| 3. Section 3.11.2.1 Existing Street System: there is no mention of jurisdictional limits of the adjoining Cities. Requirements related to these cities vary and may differ from the proposed mitigation in Section 3.11.   | 6-7  |
| 4. Section 3.11.2.2 Existing Truck Route: Orange Avenue is not a Truck Route within the City of Signal Hill boundary (Hill Street to Spring Street and 32 <sup>nd</sup> Street to Wardlow Street). Please clarify this discussion and remove this segment from the report.   | 6-8  |
| 5. Section 3.11.2.4 Existing Bicycle Master Plan: Provide clarification that the City of Signal Hill does not plans to implement Class IV bike facilities on Streets within its jurisdiction including Spring Street and Orange Avenue. Cherry Avenue from Spring Street to 19 <sup>th</sup> Street will not include bike facilities.  | 6-9  |
| 6. Section 3.11.2.7 Significance Criteria: The City of Signal Hill does have additional criteria in determining Intersection impacts besides LOS. This information was omitted.  | 6-10 |
| 7. Table 3.11.4: There seems to be a problem between intersection 17 and 18. The I-405 southbound ramps empty directly into the Cherry and Spring Intersection yet the ramps have a LOS of C/C and the Cherry and Spring intersection have a LOS B/C. This does not make sense. Please verify.   | 6-11 |
| 8. The Intersection LOS provided in the study contradicts recent traffic studies for both City of Signal Hill and Long Beach projects. The LOS' in this Traffic Study for the Globemaster project is higher than other development project lessening the impacts to the roadways and intersections within the study areas. Please compare the results and provide an update. | 6-12 |

**WGZE**W.G. Zimmerman Engineering, Inc.  
17011 Beach Boulevard, Suite 1240  
Huntington Beach, CA 92647  
(714) 799-1700 / (714) 333-4712 Fax

9. Section 3.11.2.10 Year 2040 Planned Improvements: This should be adjusted after the Intersections 17 and 18 LOS are adjusted. In addition, delete any reference to Class IV bike facilities within the City of Signal Hill jurisdiction.
10. Please note that the following intersections jurisdictional ownership:
- a. Atlantic Boulevard and Spring Street, 100% in the City of Long Beach
  - b. California Avenue and Spring Street, 25% in the City of Long Beach
  - c. Orange Avenue and Spring Street, 75% City of Long Beach
  - d. Orange Avenue and Willow Street, 25% City of Long Beach
  - e. Spring Street and Cherry Avenue 50% City of Long Beach.
  - f. Additionally, the south side of Spring Street from Orange to Junipero Avenue is in the City of Signal Hill; and only the west side of Orange Avenue is in the City of Long Beach from Spring Street to Willow Street.

6-13

6-14

Should you have any questions, please contact me directly at 714.412.1597.

Sincerely,



Bill Zimmerman, P.E., T.E., PTOE  
City Traffic Engineer

**WGZE**

W.G. Zimmerman Engineering, Inc.  
17011 Beach Boulevard, Suite 1240  
Huntington Beach, CA 92647  
(714) 799-1700 / (714) 333-4712 Fax

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## Response to Comment Letter 6

City of Signal Hill  
Colleen T. Doan, Community Development Director  
September 17, 2020

- 6-1** This comment states that since several of the boundaries in the Globemaster Corridor Specific Plan (GCSP; Proposed Project) are adjacent to the City of Signal Hill's boundary, the City of Signal Hill requests the Draft Program Environmental Impact Report/Program Environmental Impact Statement (PEIR/PEIS) to address impacts of land use compatibility, aesthetics, light, noise construction, and air quality on the City of Signal Hill's properties.

The analysis provided in the Draft PEIR/PEIS does not use jurisdictional boundaries to determine the Proposed Project's impact on the environment. Rather, the analysis provided pursuant to the State California Environmental Quality Act (CEQA) Guidelines evaluates varying boundaries and adjacent uses depending on the issue area analyzed. For land use compatibility, the analysis compares the GCSP to the City of Long Beach's General Plan, the Southern California Association of Government's Sustainable Community Plan/Regional Transportation Plan, the City of Long Beach Bicycle Master Plan, and the Long Beach Airport Land Use Compatibility Plan. For aesthetics the analysis considers impacts within the viewshed of the GCSP area (Plan Area); lighting impacts are evaluated for potential spillover to nearby light sensitive land uses; for construction noise the analysis compares noise levels at nearby sensitive land uses; and for air quality, the analysis evaluates emissions within the region and impacts to nearby sensitive receptors. Therefore, the GCSP does consider the City of Signal Hill's comments warranting revisions to the analysis included in the Draft PEIR/PEIS. This is described in greater detail below.

With regards to land use compatibility, the Proposed Project would involve implementation of a Specific Plan to govern land uses within the Plan Area in the City of Long Beach. The analysis evaluated the compatibility of the GCSP with City of Long Beach planning documents. Given the intent of the GCSP to attract and optimize new work opportunities in the wake of the closure of the C-17 Globemaster military aircraft production facility and loss of approximately 5,000 jobs, the GCSP strategically developed land use districts to be flexible commercial and industrial uses within an existing commercial and industrial area of the City of Long Beach. Thus, the existing land uses designated by the City of Long Beach General Plan allows for similar types of uses that would be allowed under the GCSP in the Plan Area. Further, the GCSP would enhance the existing commercial and industrial uses in the Plan Area by introducing development standards that enhance aesthetics and circulation.

Additionally, consideration was given to the potential for the proposed uses allowed with the GCSP to impact existing uses abutting the Plan Area in the City of Signal Hill. The existing uses within the Plan Area located adjacent to the City of Signal Hill include park, commercial, and industrial. To be consistent with the types of uses within the Plan Area, the Specific Plan proposes land use districts that would similarly allow park and general industrial uses. Within the City of Signal Hill, the land use designations in the areas adjacent to the Plan Area include General Commercial and General Industrial. Thus, the proposed uses within the Plan Area would be consistent with the uses allowed within the adjacent areas of the City of Signal Hill. There is a residential area within the City of Signal Hill located south of Wardlow

Road and north of Interstate 405. However, this residential area in Signal Hill is not abutting any portion of the Plan Area, and is located south of existing residential uses in the City of Long Beach.

No immediate or physical changes to existing land uses are proposed as part of the GCSP, because the GCSP would not itself result in new development, but would facilitate future projects that will be analyzed on a project-specific level. In addition, the GCSP would not impact land use designations in the City of Signal Hill. Further, as described in Section 3.7, Land Use and Planning, of the Draft PEIR/PEIS, the cumulative impacts analyzed areas and land uses surrounding the Plan Area. Continued development in Long Beach, including that which might occur as a result of the GCSP, and the surrounding region could result in increased urbanization, including the density of residential, commercial, office, recreational, and public uses either within and/or outside the Plan Area. Under cumulative conditions, conflicts between land uses may occur. Generally, land use conflicts would be related to noise, traffic, air quality, and hazards/human health and safety issues, which are discussed in the relevant sections of the Draft PEIR/PEIS. Cumulative incompatibility issues associated with surrounding developments or other cumulative projects would be addressed and mitigated for on a project-by-project basis. The Draft PEIR/PEIS determined land use impacts would be less than significant.

With regards to aesthetics, Section 3.1, Aesthetics, of the Draft PEIR/PEIS evaluates scenic resources within the viewshed of the Proposed Project, which includes Signal Hill and visual landmarks like the air traffic control tower at Long Beach Airport. Additionally, Section 3.1 evaluates the Proposed Project against Federal Aviation Administration height standards and lighting regulations. Light and glare impacts are also evaluated for their ability to create new sources of light and glare compared to the existing light sources within the area, which does include the neighboring City of Signal Hill. Mitigation measures MM-AES-1 and MM-AES-2 require the applicant of new development projects within the GCSP to submit lighting plans and specifications for all exterior lighting fixtures, light standards, and window treatments to the City of Long Beach's Development Services Department for review and approval, and to demonstrate that nighttime lighting would be shielded and directed away from residential and other light sensitive uses, respectively. Thus, the discussion of aesthetics and lighting focuses on surrounding visual resources and lighting impacts to sensitive uses and where there is potential to have impacts within the City of Signal Hill, such impacts have been evaluated.

Section 3.8, Noise, of the Draft PEIR/PEIS, evaluates construction noise. The evaluation of whether or not the Proposed Project would have a significant construction noise impact was determined by the ability of the Proposed Project to elevate noise levels for off-site residences using the Federal Transportation Authority threshold guidance. The most conservative approach is to evaluate the off-site residences located closest to the Plan Area where the increase in construction noise would be the greatest. The GCSP boundary is adjacent to residential neighborhoods that are generally west of Cherry Avenue and north of East 32nd Street. These represent the nearest noise-sensitive residential land uses with the potential to be impacted by future projects under the GCSP. Construction noise related to the Proposed Project was evaluated based on the Federal Transportation Authority technique for potential impacts to off-site receptors, including adjacent land uses. To reduce noise levels below a level of significance, the Proposed Project would implement mitigation measures MM-NOI-1 and MM-NOI-2, which prohibits construction in the overnight period, and includes measures to reduce noise levels at sensitive uses. Therefore, by considering the construction noise impacts at the nearest off-site receptors, the Draft PEIR/PEIS also considers reducing construction noise impacts and off-site receptors located further from the Plan Area, including within the City of Signal Hill.

Section 3.2, Air Quality, of the Draft PEIR/PEIS evaluates the Proposed Project's contribution within the South Coast Air Basin. The South Coast Air Basin is a 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The air quality analysis evaluates the Proposed Project's potential to increase criteria air pollutants during both construction and operation in excess of the South Coast Air Quality Management District's thresholds. Mitigation measures MM-AQ-1 through MM-AQ-10 are proposed to reduce impacts related to air quality emissions; however, the reduction in emissions cannot be accurately quantified. Therefore, the potential for the Proposed Project to result in a cumulatively considerable net increase of any criteria pollutant for which the Proposed Project region is non-attainment under an applicable national or California ambient air quality standard is significant and unavoidable.

Additionally, the Draft PEIR/PEIS evaluates whether the Proposed Project would expose sensitive receptors to substantial pollutant concentrations. The closest off-site sensitive receptors to the Plan Area evaluated for the purposes of air quality include residences of the Bixby Knolls neighborhood and the California Heights Historic District located adjacent to the west side of Cherry Avenue. Schools in the vicinity of the Proposed Project where sensitive receptors may spend considerable time include Burroughs Elementary School (on East 33rd Street in Signal Hill, between Orange Avenue and Gundry Avenue) and the Westerly School of Long Beach (East 29th Street). As evaluated, the Proposed Project would result in significant and unavoidable impacts related to toxic air contaminants due to the uncertainty of future sensitive receptor locations and the effectiveness of toxic air contaminant reduction measures.

This comment did not require revisions to the Draft PEIR/PEIS.

**6-2**

The commenter notes the Plan Area boundaries at 33rd Street and 32nd Street include General Industrial Uses adjacent to residential neighborhoods. The commenter states the Draft PEIR/PEIS should identify and mitigate all potential significant impacts to the streets and neighborhoods. As shown in Figure 2-4, General Plan Designations, in Chapter 2 of the Draft PEIR/PEIS, for the Plan Area, the existing uses on 33rd Street and 32nd Street are Industrial and are currently occupied with industrial uses. Therefore, the GCSP would not introduce industrial uses into an area where industrial uses do not currently exist. Since the GCSP is proposed to continue to attract and optimize new work opportunities to retain the regional skills base, expertise, and competitive economies of Long Beach Airport, the City of Long Beach, and the Southern California region, the GCSP does not propose to remove existing industrial uses away from this area. Further, new developments within the General Industrial District would adhere to development and mobility standards of the GCSP not presently included in the zoning code, which are proposed to provide adequate parking and address the streetscape to achieve a more inviting walking environment. The development standards included as part of the GCSP would enhance the aesthetics and circulation of the existing industrial uses within the General Industrial District.

As noted in Response to Comment 6-1, the allowable uses within the City of Signal Hill that are adjacent to the Plan Area are consistent with the proposed uses of the GCSP. In addition, there are no residential uses within the City of Signal Hill abutting any portion of the Plan Area. Nonetheless, the Draft PEIR/PEIS evaluated potential significant impacts to adjacent residential uses and sensitive receptors, including those within the City of Long Beach and City of Signal Hill. Specifically, Sections 3.2, Air Quality; Section 3.5, Hazards and Hazardous Materials; and Section 3.8, Noise, provide Mitigation Measure (MM)-AQ-1 through MM-AQ-3, MM-AQ-11 through MM-AQ-15, MM-HAZ-1, MM-HAZ-2, and MM-

NOI-1 through MM-NOI-3 to reduce potential impacts to adjacent streets and neighborhoods. In addition, as shown in Figure 3.1-3, Truck Routes, in Section 3.1 of the Draft PEIR/PEIS, impacts related to truck traffic would be minimized through compliance with regulated truck routes, which avoid local roadways that could expose residential uses or other sensitive receptors to increased emissions.

**6-3** The comment states the design guidelines and development standards should include enhancements, buffers, and other mitigation measures when adjacent to City of Signal Hill boundaries to avoid aesthetic and functional impacts. As discussed in Section 3.1, Aesthetics, any development within the Plan Area would be consistent with the development strategies, policies, and standards of the City's 2019 Urban Design Element. Therefore, while future development facilitated by GCSP approval would modify views to and from areas within the Plan Area, potential impacts to scenic views under CEQA are considered less than significant, and as such, no mitigation is required. Chapter 6 of the GCSP include the Urban Design Guidelines, which describes the building design guidelines (massing, articulation, materials, openings, landscape, screening, signage, etc.). This chapter of the GCSP includes guidance for the General Industrial District, which is located adjacent to the City of Signal Hill boundaries. The guidance set forth for this District includes the following guidelines:

- Specify 360-degree architecture
- Adaptively reuse
- Maintain and conserve Globemaster District identity
- Align buildings along street frontages and active open space
- Amplify building entry expression
- Provide lush and layered landscaping
- Minimize surface parking visibility
- Incorporate sustainable surface parking lot design
- Design integral signage and wayfinding systems
- Screen service and loading areas from view
- Utilize outdoor lighting

Additionally, the Proposed Project would implement mitigation measures MM-AES-1 and MM-AES-2 to ensure no light intrusion onto adjacent properties.

**6-4** This comment refers to the attached letter with traffic comments, addressed in Responses to Comments 6-5 through 6-14.

**6-5** The comment states the City of Signal Hill Public Works Department was not contacted prior for input into Section 3.11, Transportation. The City notes that the City of Signal Hill was sent a Notice of Preparation (NOP) regarding the Proposed Project on September 12, 2018 for the purpose of gathering input on the scope of the Draft PEIR/PEIS. The City of Signal Hill did not provide comments on the NOP.



**6-6** As previously discussed in Response to Comment 6-1, there is a residential area within the City of Signal Hill located south of Wardlow Road and north of Interstate 405. However, this residential area in Signal Hill is not abutting any portion of the Plan Area, and is located south of existing residential uses in the City of Long Beach. Additionally, as noted in Response to Comment 6-2, as shown in Figure 2-4, General Plan Designations, in Chapter 2 of the Draft PEIR/PEIS, existing City of Long Beach uses on 33rd Street and 32nd Street within the Plan Area are Industrial and are currently occupied with industrial uses. Therefore, the GCSP would not introduce industrial uses into an area where industrial uses do not currently exist. Since the GCSP is proposed to continue to attract and optimize new work opportunities to retain the regional skills base, expertise, and competitive economies of Long Beach Airport, the City of Long Beach, and the Southern California region, the GCSP does not propose to remove existing industrial uses away from this area that are currently present and permitted under the existing zoning. Further, new developments within the General Industrial District would adhere to development and mobility standards of the GCSP not presently included in the zoning code that are proposed to provide adequate parking and address the streetscape to achieve a more inviting walking environment. The development standards included as part of the GCSP would enhance the aesthetics and circulation of the existing industrial uses within the General Industrial District.

The Draft PEIR/PEIS for the Proposed Project has evaluated potential significant impacts to adjacent residential uses. Specifically, Sections 3.2, Air Quality; Section 3.5, Hazards and Hazardous Materials; and Section 3.8, Noise, provide MM-AQ-1 through MM-AQ-3, MM-AQ-11 through MM-AQ-15, MM-HAZ-1, MM-HAZ-2, and MM-NOI-1 through MM-NOI-3 to reduce potential impacts to adjacent streets and neighborhoods. In addition, as shown in Figure 3.1-3, Truck Routes, in Section 3.1 of the Draft PEIR/PEIS, impacts related to truck traffic would be minimized through compliance with regulated truck routes, which avoid local roadways that could expose residential uses or other sensitive receptors to increased emissions.

**6-7** The comment states that the existing street system does not mention the jurisdictional limits of the adjoining cities. Figure 3.11-2, Existing Year 2018 Street Classifications, in Section 3.11, Transportation, of the Draft PEIR/PEIS, identifies the jurisdictional boundaries of the City of Signal Hill in the image on the left. In addition, the Draft PEIR/PEIS evaluated level of service (LOS) under Existing Year 2018, Existing Year 2018 plus Project, Year 2040 Baseline, and Year 2040 plus Project conditions for key intersections that fall under the City of Long Beach's, the City of Signal Hill's, the City of Lakewood's, and California Department of Transportation's (Caltrans) jurisdictions. The jurisdictions that each of the key intersections fall under are identified in Table 3.11-4, and Tables 3.11-8 through 3.11-11 in Section 3.11 of the Draft PEIR/PEIS. Each of these tables identifies the key intersections, which are also shown in Figure 3.11-1, Figures 3.11-6 through 3.11-9, and Figures 3.11-12 through 3.11-20. The approach presented within the Draft PEIR/PEIS is appropriate for disclosing LOS impacts. Further, LOS for each key intersection was examined in accordance with each of the jurisdiction's requirements. Thus, the Draft PEIR/PEIS does identify jurisdictional limits of the adjoining jurisdictions and acknowledges the requirements within the proposed mitigation measures. Since this comment does not raise issue regarding significant environmental effects, no further response is required or provided.

**6-8** The comment states that Orange Avenue (from Hill Street to Spring Street and from 32nd Street to Wardlow Road) is not a Truck Route within the City of Signal Hill. Figure 3.11-3, Existing Year 2018 Truck Routes, has been revised in response to this comment. See Chapter 3, Changes to the Draft PEIR/PEIS, of this Final PEIR/PEIS. This revision does not affect any of the evaluation concerning truck

circulation within the Draft PEIR/PEIS; rather, the figure was provided for informational purposes and does not warrant new analysis.

- 6-9** The comment states the City of Signal Hill does not plan to implement Class IV bike facilities on treets within its jurisdiction, including Spring Street and Orange Avenue. The City acknowledges this comment and notes that the figure included from the City of Long Beach Bicycle Master Plan does not apply outside of the City of Long Beach's jurisdiction. The commenter also states that Cherry Avenue from Spring Street to 19th Street will not include bicycle facilities. Figure 3.11-6b does not identify Cherry Avenue from Spring Street to 19th Street as including bicycle facilities. The text on page 3.11-13 of the Draft PEIR/PEIS has been revised to clarify that the bicycle facilities proposed under the Bicycle Master Plan only apply within the City of Long Beach, and that no Class IV bicycle facilities are proposed on Spring Street or Orange Avenue. Refer to Chapter 3 of this Final PEIR/PEIS for the proposed revisions, also provided below:

Section 3.11, Transportation, page 3.11-13: The City of Long Beach promotes bicycling as a means of mobility and a way in which to improve the quality of life within its community. The Long Beach Bicycle Master Plan 2040 (December 2016) recognizes the needs of bicycle users and aims to create a complete and safe bicycle network throughout the City. The City of Long Beach Bicycle Facilities in the vicinity of the Proposed Project area (existing and proposed) is shown on Figure 3.11-5A, Existing Bicycle Routes, and Figure 3.11-5B, Existing and Proposed "8-80" Bicycle Facilities. It should be noted the bicycle facilities identified on these figures do not apply to the City of Signal Hill. Per the Long Beach Bicycle Master Plan (Year 2040), the following provides a brief description of each Bicycle facility type:

The proposed update does not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

- 6-10** The comment states that the City of Signal Hill does have additional criteria in determining intersection impacts besides LOS, and that this information was omitted. The significance criteria established for the traffic study (Section 5.1 on page 25 of the Traffic Impact Analysis prepared by LLG [June 30, 2020]) are consistent with the thresholds in the City of Signal Hill's General Plan, and have applied in traffic studies previously prepared by LLG for development projects in the City of Signal Hill. Based on the application of that criteria, significant traffic impacts at City of Signal Hill intersections were determined, and corresponding mitigation measures identified. As presented in Section 7.0, page 41 of the Traffic Impact Analysis (Appendix D of the Draft PEIR/PEIS), implementation of mitigation measures that would alleviate significant traffic impacts attributable to the GCSP and that would achieve satisfactory LOS based on the thresholds of significance and performance standards per the City of Long Beach, City of Signal Hill, and Caltrans, address future deficiencies and will have to be identified by conducting focused traffic impact studies for specific development projects within the Plan Area as they materialize. As the GCSP is implemented, and new development will occur over time, and the City of Signal Hill will need to undertake targeted physical improvements to maintain desired LOS. This approach should account for any other traffic performance metric identified by the City of Signal Hill.
- 6-11** The comment states that the LOS of Intersection #17 and #18 should be verified since the intersections are located close to each other, however, the Intersection #17 operates at LOS B and C during the AM and PM peak hours, respectively and Intersection #18 operates at LOS C during both the AM and PM peak hours. The LOS of Intersection #17 and #18 have been verified and are accurate

as shown in Table 3.11-4, Existing (2018) Intersection Peak Hour Levels of Service. Per City of Signal Hill's applicable guidelines, the signalized study intersections were evaluated using the Intersection Capacity Utilization method. The Intersection Capacity Utilization technique estimates the volume to capacity relationship for an intersection and assumes uniform traffic distribution per intersection approach lane and optimal signal timing and then translates the Intersection Capacity Utilization value to an LOS estimate. Based on the intersection configuration and the traffic volumes at the Intersection #17 and #18, it is possible to have a slight variation in the LOS values of adjacent intersections.

- 6-12** The comment states that the intersection levels of service provided in the traffic study for the Proposed Project is higher than LOS reported in recent studies for City of Signal Hill and Long Beach projects. The traffic count data for the Proposed Project was collected in May 2018. It is possible that the recent studies have a slightly different traffic count and LOS for the intersections analyzed in the study area. However, the impacts of the Proposed Project were also analyzed for Year 2040 traffic conditions and, therefore, are considered conservative in determining the impacts to the roadways and intersections within the study area. Further, the Draft PEIR/PEIS was completed as a program-level analysis, rather than a project-level analysis. Thus, projects proposed under the GCSP would conduct project-specific analyses, when that level of detail is available, to align with most recent traffic studies.
- 6-13** The comment states that the planned improvements considered in Section 3.11.2.10 should be adjusted after LOS for Intersection #17 and #18 are addressed in Response to Comment 6-11. However, the reason for the slight difference in LOS of these intersections has been explained under Response to Comment 6-11. As such, adjustment to the list of planned improvements is not required. Further, the commenter requests deletion of reference to Class IV bike facilities within City of Signal Hill jurisdiction. The comment would be address per Response to Comment 6-9. The text on page 3.11-13 of the Draft PEIR/PEIS has been revised to clarify that the bicycle facilities proposed under the Bicycle Master Plan only apply within the City of Long Beach, and that no Class IV bicycle facilities are proposed on Spring Street or Orange Avenue. Refer to Chapter 3 of this Final PEIR/PEIS for the proposed revisions.
- 6-14** This comment concerns the percentage of jurisdictional ownership for several intersections. The intersections that require mitigation measures note whether there are additional jurisdictional ownerships besides the City of Long Beach (see Section 3.11.6 of the Draft PEIR/PEIS). Since this comment does not raise significant environmental issues, no further response is required or provided.

## Comment Letter 7



**Christopher J. Garner**  
General Manager

1800 E. Wardlow Road, Long Beach, CA 90807-4931  
562.570.2300 | lbwater.org

DATE September 24, 2020  
TO Maryanne Cronin, Planner  
FROM Dennis A. Santos, P.E., Manager of Engineering *DAS*  
SUBJECT Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for the Globemaster Corridor Specific Plan (SCH No. 2018091021); and 2019 Final Draft Globemaster Corridor Specific Plan (GCSP)

The Long Beach Water Department (LBWD) has reviewed the subject Draft Environmental Impact Report /Environmental Impact Statement (EIR/ EIS) as well as the 2019 Final Draft Globemaster Corridor Specific Plan (GCSP) and have the following comments.

1. As stated on page 5 of the GCSP,

"A specific plan is a document designed to implement the goals and policies of the General Plan. It goes beyond traditional zoning by providing tailored development standards, infrastructure requirements, and implementation measures for the development of a specific geographic area. The GCSP provides the planning and regulatory framework for guiding future development..."

The GCSP contains elements that will intensify the land use compared with historic land use, if implemented by businesses and land developers. It is anticipated that future development will result in localized impacts to water mains and sewer infrastructure.

2. Section 7.2 (page 109) of the GCSP lists several existing water transmission mains, and mentions some 12-inch distribution mains. It goes on to note that "future PVC water pipe improvements intended to service the plan area will likely connect into the large 20- to 36-inch-diameter transmission water mains..."

Please revise this section to reflect Section 2.06 of the LBWD System Design Guidelines (refer to LBWater.org, "Customer Service" dropdown, "Designing and Planning" column, "System Design Guidelines"). LBWD requires ductile iron pipe for all new distribution pipelines. Developers shall make the water main and service connections to distribution mains since connections to 20-inch and larger water transmission mains are not allowed per Section 306 of the LBWD Rules & Regulations.

7-1

7-2

3. Section 7.3 (page 112) of the GCSP mentions several existing sewer mains within the area. This section also needs a discussion of how wastewater is currently conveyed from the Globemaster Corridor to the LACSD trunk mains; including existing sewer lift stations and trunk sewer mains downstream of the plan area; and possible limitations to handling future development.

The final sentence of the first paragraph states the following:

"Future sewer mains to service the plan area will need to connect into the existing larger sewer trunk mains serving and surrounding the plan area."

It is LBWD's intention that Developers will be responsible to fund any studies required to determine whether there is capacity in the existing publicly-owned lift stations and larger sewer (trunk) mains that convey sewage downstream of the GCSP area and surrounding the plan areas to Los Angeles County Sanitation Districts' (LACSD) trunk mains. Developers will also be required to fund and construct upgrades as necessary to accommodate increased flows due to future development.

7-3

4. Chapter 3.13.1 Existing Conditions (page 3.13-1) of the EIR/EIS contains a very high-level discussion of wastewater conveyance and treatment. Please include a more detailed discussion of how wastewater is conveyed from the Globemaster Corridor area to the LACSD trunk mains; including existing sewer lift stations within the Corridor and trunk sewer mains downstream of the plan area.

7-4

5. Chapter 3.13.4 "Impacts Analysis" (page 3.13-18) of the draft EIR / EIS: states the following:

"Future water lines intended to service the Plan Area would likely connect into the larger 20- to 36-inch transmission water mains located along Cherry Avenue, Wardlow Road, Saint Louis Avenue, and 32nd Street. Installation of new water mains and laterals consists of either trenching to the depth of pipe placement or using a variety of different trenchless technology, which causes substantially less ground disturbance."

7-5

Please revise the paragraph to reflect the fact that developers shall make the water main and service connections to distribution mains since connections to 20-inch and larger water transmission mains are not allowed per Section 306 of the LBWD Rules & Regulations.

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The paragraph goes on to state the following:

"Trenching results in a temporary stockpiling of soil along the length of the trench, pending backfilling, which could result in potential short-term erosion induced siltation of nearby waterways. Trenchless technology only requires temporary stockpiling of soil adjacent to excavations on both ends of long sections of pipe."

Please note that LBWD rarely specifies trenchless technologies for the installation of water mains, and LBWD would have concerns with their use. Also, LBWD specifications and City requirements mandate the use of construction site best management practices (BMP's) that minimize erosion to the City storm drain system and nearby waterways, and LBWD inspectors enforce implementation of the BMP's.

6. Regarding the paragraph under the "Water Facilities" section titled, "CEQA Impact Determination" on page 3.13-19, it states that **MM-UTIL-1** would require project-specific analyses. Future projects should consider the water infrastructure needs of the area as a whole during the planning process.

Regarding the "Wastewater Infrastructure (Sanitary Sewer)" section (page 3.13-20), "The addition of new commercial and industrial uses... could require increases in the size and change in the location of new sewer mains, pumps, and laterals. Main collection lines would be upgraded to accommodate the increased flow volume." **Additionally, the new development could require upgrades to, or construction of, new lift stations; and trunk sewer from the GCSP to the LACSD main.**

The second paragraph on page 3.13-21 states, "Mitigation measure MM-UTIL-1 requires future development and/or redevelopment projects under the GCSP to have a **site-specific and project-specific utilities report** at the time of project entitlements." Due to the nature of sewage conveyance facilities, the utilities report shall include projections of future capacity requirements within the same catchment area, with special attention paid to lift station capacity, and capacity of the force main and trunk sewer from the lift station to the LACSD trunk sewer connection. In addition, the study should consider potential future costs to be incurred by future developers, and how those costs can be fairly and legally shared among all developments facilitated by the GCSP.

7. Please revise the paragraph entitled, "CEQA Impact Determination," on page 3.13-19 of the EIR / EIS with the bolded and underlined wording:

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7-5  
(Cont.)

7-6

7-7

7-8

7-9



"If required improvements are identified by the Long Beach Water Department to serve the site, the project applicant shall fund and construct such improvements."

7-9  
(Cont.)

8. Regarding Section 3.13.5 Cumulative Impacts:

Under the second paragraph of the section titled, "Wastewater" on page 3.13-34, please change "Long Beach Public Works Department" to "Long Beach Water Department."

7-10

9. Please revise the paragraph on page 3.13-37 regarding wastewater/sewer infrastructure in Chapter 3.13.6 Mitigation Measures, MM-UTIL-1.

It states the following:

"3. The report shall analyze the existing sewer main conditions and estimates the project-specific wastewater generation for future development. Any development or redevelopment project that would impact existing sewer facilities within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund the improvements those as prescribed by Los Angeles County Sanitation District and Long Beach Water Department."

7-11

In addition to sewer main conditions, the report shall consider impacts to sewer lift stations and sewer mains from the Specific Plan area to the L.A. County Sanitation Districts' trunk sewer mains. Also, the report shall consider future demands from other projects that might impact the same sewer facilities within the GCSP area. In addition, the study should consider potential future costs to be incurred by future developers, and how those costs can be fairly and legally shared among all developments facilitated by the GCSP.

10. The following is **noted** from Chapter 3.13 "UTILITIES AND SERVICE SYSTEMS" from the Draft EIR identifies impacts to the water and wastewater systems as "less than significant" based on reference to the LBWD 2015 Urban Water Management Plan, and Section 3.13.6 Mitigation Measure MM\_UTIL-1 (p. 36 of the PDF), which requires

7-12

"Prior to the issuance of project entitlements or grading permits, whichever comes first, for individual development or redevelopment projects under the Globemaster Corridor Specific Plan (GCSP), a utilities report shall be prepared

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by the Project Applicant that will identify the ability for existing utility infrastructure to serve the project.”

As part of this report, the project applicant shall provide evidence to the City of Long Beach Development Services Department that that the development project has been reviewed by the applicable utility provider and that a “Will Serve” letter has been issued. The “Will Serve” letter process is necessary in order to determine whether or not sufficient capacity exists to serve each development project and if the existing utility facilities will be affected by the development project.

↑  
7-12  
(Cont.)  
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cc: Patrizia Hall, Manager of Engineering  
Eric Buehler, Civil Engineer

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## Response to Comment Letter 7

Long Beach Water  
Dennis A. Santos, P.E. Manger of Engineering  
September 24, 2020

- 7-1** This comment is related to the Globemaster Corridor Specific Plan (GCSP; Proposed Project). The commenter states it is anticipated that future development will result in localized impacts to water mains and sewer infrastructure. Section 3.13, Utilities and Service Systems, of the Draft Program Environmental Impact Report/Program Environmental Impact Statement (PEIR/PEIS) analyzed the potential impacts associated with water and sewer infrastructures as a result of implementation of the GCSP. The Draft PEIR/PEIS text is as follows:

Page 3.13-20: Future development facilitated by the Proposed Project could result in the need for new or relocated wastewater infrastructure facilities.

Page 3.13-21: Mitigation measure MM-UTIL-1 requires future development and/or redevelopment projects under the GCSP to have a site-specific and project-specific utilities report at the time of project entitlements. This mitigation measure would also require obtaining “will serve” letters from all applicable utility providers, which includes the Los Angeles County Sanitation District (LACSD) and Long Beach Water District (LBWD) for wastewater conveyance facilities and sanitary sewers in the plan area.

Furthermore, future wastewater infrastructure improvements may be subject to further environmental review depending on the extent and nature of those improvements. With incorporation of mitigation measure MM-UTIL-1, which requires project-specific evaluation of existing wastewater distribution systems, impacts would be less than significant

- 7-2** This comment is related to the GCSP. The commenter requests a revision to Section 7.2 of the GCSP to state that the LBWD requires ductile iron pipe for all new distribution pipelines, and that developer shall make the water main and service connections to distribution mains. The City of Long Beach (City) acknowledges this comment and will make appropriate revisions in the GCSP where applicable. As such, this has been revised in the GCSP. No revisions to the Draft PEIR/PEIS are required in response to this comment.

- 7-3** This comment is related to the GCSP. The commenter requests a revision to Section 7.3 of the GCSP, regarding how wastewater is currently conveyed from the Plan Area to the LACSD trunk mains, including sewer lift stations and trunk sewer mains. The City acknowledges this comment and will make appropriate revisions where applicable. As such, this has been revised in the GCSP.

The commenter also notes that it is LBWD’s intention that developers will be responsible to fund any studies required to determine whether there is capacity and any upgrades to accommodate increased flows due to future development. As previously mentioned in Response to Comment 7-1, the Draft PEIR/PEIS, includes Mitigation Measure (MM-)UTIL-1, which requires future development and/or redevelopment projects under the GCSP to have a site-specific and project-specific utilities report at the time of project entitlements. This mitigation measure would also require obtaining “will serve” letters from all applicable utility providers, which includes the LACSD and LBWD for wastewater

conveyance facilities and sanitary sewers in the plan area. No revisions to the Draft PEIR/PEIS are required in response to this comment.

**7-4** The commenter raises issue with Section 3.13.1, Existing Conditions, in Section 3.13, Utilities and Service Systems, of the Draft PEIR/PEIS because it does not provide a detailed discussion on how wastewater is conveyed from the Plan Area to the LACSD trunk mains. As provided in Chapter 3, Changes to the Draft PEIR/PEIS, of this Final PEIR/PEIS, this section has been revised to include a more thorough discussion of LACSD's trunk lines within the Plan Area. In addition, a new figure (Figure 3.13-1, LACSD Sewer Lines) is provided in this Final PEIR/PEIS. Additionally, Chapter 3 of this Final PEIR/PEIS notes that sewer lines within the Plan Area would generally flow south toward Spring Street and then east toward the Spring Street Pumping Plant. Given the programmatic nature of the analysis, the existing conditions did not describe each existing lateral and local connections from within the Plan Area towards the LACSD facilities. Additionally, MM-UTIL-1 requires project-specific analysis that would describe the existing sewer facilities operated by LBWD and their flows towards LACSD trunk mains.

**7-5** The commenter provides suggestions for minor revisions on page 3.13-18 of the Draft PEIR/PEIS. The first revision is regarding the requirement for developers to make the water main and service connections to distribution mains since connections to 20-inch-diameter and larger transmission mains is not allowed. To address this, the Draft PEIR/PEIS has been revised to remove mention of connection to a 20-inch-diameter to 30-inch-diameter transmission main, and instead states that a connection would be made to a distribution main. The second is regarding trenchless technologies, which is rarely specified, and LBWD's requirements for construction best management practices. This statement is now noted in the Draft PEIR/PEIS. These changes have been incorporated in Chapter 3 of this Final PEIR/PEIS.

**7-6** The commenter raises issue with MM-UTIL-1 that it requires project-specific analysis, but also states that future projects should consider the water infrastructure needs of the area as a whole during the planning process. As such, MM-UTIL-1 has been revised to ensure that future projects consider the water infrastructure needs of the area as a whole during the planning process. Chapter 3 of this Final PEIR/PEIS includes the following revisions to MM-UTIL-1 regarding water infrastructure in response to comments raised by the LBWD:

Section 3.13, Utilities and Service Systems, page 3.13-36, 1, Water/Sewer Infrastructure:

1. The report shall analyze the existing water main conditions and estimates the project-specific water demand for future development, considering the water infrastructure needs of the Long Beach Water Department service area. Any development or redevelopment project that would impact existing water facilities within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund the improvements those as prescribed by City of Long Beach Water Department.

The proposed update does not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

**7-7** The commenter provides a suggestion for an addition to the paragraph on page 3.13-20 of the Draft PEIR/PEIS regarding wastewater infrastructure. The new addition has been incorporated as part of this Final PEIR/PEIS (see also Chapter 3 of this Final PEIR/PEIS):

Section 3.13, Utilities and Service Systems, page 3.13-20: The addition of new commercial and industrial uses in association with the Proposed Project, including 1) a business park to be located immediately west, southwest, and south of the existing airport runways/taxiways; 2) a community commercial district to be located along the east side of Cherry Avenue; 3) an industrial commercial district also to be located along the east side of Cherry Avenue; and 4) a general industrial area to be located primarily in the southern Plan Area, adjacent to the I-405 freeway, could require increases in the size and change in the location of new sewer mains, pumps, and laterals. Main collection lines would be upgraded to accommodate the increased flow volume. Additionally, the new development could require upgrades to, or construction of, new lift stations; and trunk sewer from the GCSP to the LACSD main.

The proposed update does not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

7-8

The commenter suggests MM-UTIL-1 include revisions related to wastewater infrastructure (sanitary sewer) to the project-specific utility reports to include projections of future capacity requirements within the same catchment area, with special attention paid to lift station capacity and capacity of the force main and trunk sewer from the lift station to the LACSD trunk sewer connection. In addition, the study should consider potential future costs to be incurred by future developers, and how those costs can be fairly and legally shared among all developments facilitated by the GCSP. This has been included as a new addition to MM-UTIL-1. Chapter 3 of this Final PEIR/PEIS includes the following revisions to MM-UTIL-1 regarding wastewater/sewer infrastructure in response to these comments raised by the LBWD:

1. Section 3.13, Utilities and Service Systems, page 3.13-36, Wastewater Infrastructure: The report shall analyze the existing sewer main conditions and estimates the project-specific wastewater generation for future development. Any development or redevelopment project that would impact existing sewer facilities within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund ~~the those~~ improvements ~~those~~ as prescribed by Los Angeles County Sanitation District and Long Beach Water Department. Due to the combined/cumulative nature of sewage conveyance facilities, the utilities report shall include projections of future capacity requirements within the same catchment area. The report shall pay special attention to lift station capacity, and capacity of the force main and trunk sewer from the lift to the Los Angeles County Sanitation District trunk sewer connection. In addition, the report should consider potential future costs to future developers and how those costs can be fairly and legally shared among all developments within the CGSP area.

The proposed update does not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

7-9

The commenter suggests a revision on page 3.13-19 of the Draft PEIR/PEIS to note that the project applicant of future developments should fund “and construct” such improvements. This change has been made; see the revisions below and in Chapter 3 of this Final PEIR/PEIS:

Section 3.13, Utilities and Service Systems, page 3.13-19: Potential impacts to existing water distribution systems would be potentially significant if the expansion of existing

infrastructure would result in additional significant impacts. Mitigation measure **MM-UTIL-1** would require project-specific analyses to determine if future projects can be served by the existing infrastructure. If required improvements are identified by the Long Beach Water Department to serve the site, the project applicant shall fund and construct such improvements. No further mitigation is required. As such, impacts to water facilities is considered **less than significant with mitigation incorporated under CEQA**. (see Section 3.6, Hydrology and Water Quality, of this Draft PEIR/PEIS)

The proposed update does not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

### 7-10

The commenter requests a revision on page 3.13-34 of the Draft PEIR/PEIS to change Long Beach Public Works Department to Long Beach Water Department. This change has been made; see the revisions below and in Chapter 3 of this Final PEIR/PEIS:

Page 3.13-34: Mitigation measure **MM-UTIL-1** would require project-specific analyses to determine if future projects can be served by the existing infrastructure. If required improvements are identified by the LACSD and Long Beach Water Department ~~Public Works Department~~ to serve the site, the project applicant shall fund such improvements. These improvements would be completed on a project-level and carried out consistent with relevant planning documents for the subject utility.

The proposed update does not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

- 7-11** The comment concerns revisions to MM-UTIL-1 with regard to consideration of impacts to sewer lift stations and sewer mains from the Plan Area to the LACSD trunk sewer mains. Refer to Response to Comment 7-8 for the revisions that were made to MM-UTIL-1 in response to this comment.
- 7-12** The commenter states that the requirements set forth in MM-UTIL-1 regarding the report provided to the City of Long Beach and the requirement for a “Will Serve” letter is noted. No further response is required.





**Long Beach Water**

Exceptional Water • Exceptional Service

**Christopher J. Garner**

General Manager

1800 E. Wardlow Road, Long Beach, CA 90807-4931  
562.570.2300 | lbwater.org

DATE September 24, 2020  
TO Maryanne Cronin, Planner  
FROM Dean Wang, Manager of Water Resources  
SUBJECT Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for the Globemaster Corridor Specific Plan (SCH No. 2018091021); and 2019 Final Draft Globemaster Corridor Specific Plan (GCSP)

The Long Beach Water Department (LWBD) has reviewed the subject Draft Environmental Impact Report /Environmental Impact Statement (EIR/ EIS) as well as the 2019 Final Draft Globemaster Corridor Specific Plan (GCSP) and have the following comments.

1. Section 7.2 (page 109) should be revised as per the following edits, with the blue strikethrough percentages to have revised values of 44%, 44%, and 12% respectively:

8-1

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## 7.2 Water

The plan area is locally serviced by the Long Beach Water Department (LBWD), a municipal utility of the City of Long Beach, which serves as the retail water purveyor. An LBWD service area map is shown in Figure 7-1, LBWD Service Area Map. LBWD acquires its drinking water from two main sources: groundwater pumped and treated from a large underground aquifer below the City, known as the Central Basin, and imported water purchased wholesale and delivered by the Metropolitan Water District of Southern California (MWDSC) ~~as part of the California State Water Project~~. Approximately 42% of LBWD's total water supply is provided by groundwater, with a small portion of its supply coming from reclaimed and recycled water that is used primarily to irrigate municipal landscapes. ~~LBWD is also looking at plans to incorporate desalinated seawater as a future water source.~~

According to the 2015 Urban Water Management Plan (UWMP), LBWD has adequate supplies to meet projected demands throughout the 20-year planning period (through 2040) using the following supply portfolio: ~~36%~~ groundwater, ~~12%~~ imported water from the MWDSC, ~~10% desalinated seawater~~, ~~14%~~ recycled water, and ~~27%~~ through conservation methods.

Referenced from 2015 UWMP, Table 6-9 in Appendix B, and attached herein:

Table 6-9 Retail: Water Supplies — Projected											
Water Supply	Additional Detail on Water Supply	Projected Water Supply Report To the Extent Practicable									
		2020		2025		2030		2035		2040 (opt)	
		Reasonably Available Volume	Total Right or Safe Yield (optional)	Reasonably Available Volume	Total Right or Safe Yield (optional)	Reasonably Available Volume	Total Right or Safe Yield (optional)	Reasonably Available Volume	Total Right or Safe Yield (optional)	Reasonably Available Volume	Total Right or Safe Yield (optional)
Purchased or Imported Water	MWDSC	35,100		35,100		35,100		35,100		35,100	
Groundwater	Central Basin	33,000		33,500		34,000		34,500		35,000	
Groundwater	West Coast Basin	1		1		1		1		1	
Recycled Water		9,190		9,190		9,190		9,190		9,190	
<b>Total</b>		<b>77,291</b>	<b>0</b>	<b>77,791</b>	<b>0</b>	<b>78,291</b>	<b>0</b>	<b>78,791</b>	<b>0</b>	<b>79,291</b>	<b>0</b>

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## Response to Comment Letter 8

Long Beach Water  
Dean Wang, Manager of Water Resources  
September 24, 2020

- 8-1** This comment is related to the Globemaster Corridor Specific Plan (GCSP). The commenter requests a revision to Section 7.2 of the GCSP to revise the percentages of the water supply portfolio for the 2015 Urban Water Management Plan. The City of Long Beach acknowledges this comment and will make appropriate revisions to the GCSP where applicable. As such, this has been revised in the GCSP. No revisions to the Draft Program Environmental Impact Report/Program Environmental Impact Statement are required in response to this comment.

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# 3 Changes to the Draft PEIR/PEIS (Errata)

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## 3.1 Introduction

All additions or correction to the proposed Globemaster Corridor Specific Plan (GCSP; Proposed Project) Draft Program Environmental Impact Report/Program Environmental Impact Statement (PEIR/PEIS) text, tables, and figures generated either from responses to comments or independently by the City of Long Beach (City) are stated in this chapter of the Final PEIR/PEIS.

As provided in Section 15088(c) of the California Environmental Quality Act (CEQA) Guidelines, responses to comments may take the form of a revision to a Draft PEIR/PEIS or may be a separate section in the Final PEIR/PEIS. This chapter complies with the latter and provides changes to the Draft PEIR/PEIS presented in ~~strikeout~~ text (i.e., ~~strikeout~~) signifying deletions, and underlined text (i.e., underline) signifying additions. These notations are meant to provide clarification, corrections, or minor revisions needed as a result of public comments or because of changes to the GCSP since the release of the Draft PEIR/PEIS, as required by Section 15132 of the State CEQA Guidelines. None of the corrections or additions constitutes significant new information or substantial program changes requiring recirculation of the Draft PEIR/PEIS, as defined by Section 15088.5 of the State CEQA Guidelines. The Draft PEIR/PEIS revisions are incorporated as part of this Final PEIR/PEIS for consideration by City of Long Beach's City Council.

## 3.2 Changes to the Draft PEIR/PEIS

As demonstrated by the following discussion, the in-text revisions to the Draft PEIR/PEIS would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts, and therefore do not warrant recirculation of the Draft PEIR/PEIS.

CEQA Guidelines Section 15088.5 requires that an Environmental Impact Report (EIR) that has been made available for public review, but not yet certified, be recirculated only if significant new information has been added to the EIR. Pursuant to CEQA Guidelines Section 15088.5(c), the entire document need not be circulated if revisions are limited to specific portions of the document. The relevant portions of CEQA Guidelines Section 15088.5 read as follows:

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:
  - 1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
  - 2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.



3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
  4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.
- (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The information contained in this Errata makes insignificant changes to the information that has already been presented in the Draft PEIR/PEIS, dated August 2020. In addition, the minor proposed revisions are not significant because the PEIR/PEIS is not changed in a way that deprives the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the GCSP. As described below, the proposed revisions would not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the Draft PEIR/PEIS. Thus, none of the conditions in Section 15088.5 of the CEQA Guidelines are met, and recirculation is not required.

The sections below provide the changes made to the Draft PEIR/PEIS, as indicated in the above-described strikeout/underline text.

## Executive Summary

Page ES-25

Cultural Resources			
a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines?	Potentially significant	<p><b>MM-CUL-1: Project Level Analysis of Historic Era Built Environment Resources.</b></p> <p>Implementation of the Proposed Project (re-zoning and design plans within the Globemaster Corridor Specific Plan area) will likely result in the development of plans for future project-level activities that involve construction and ground disturbing activities within the Globemaster Corridor Specific Plan area. As such, future projects involving these types of activities could constitute a substantial adverse change in the significance of a historical resource by means of physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings, such that the significance of a historical resource would be materially impaired (State CEQA Guidelines Section 15064.5). To mitigate the potential impacts of future projects developed under the Globemaster Corridor Specific Plan, prospective project developers and/or stakeholders shall be required to ensure that potential impacts to historical resources be assessed as part of planning and environmental clearance for their individual project(s).</p> <p>Prior to the initiation of any construction and/or ground disturbing activities, the Proposed Project will require review by a qualified architectural historian to assess the potential impacts to known and potential CEQA historical resources. If project implementation could result in impacts, then a Historic Resource Evaluation Report will need to be prepared by a qualified architectural historian for the specific project to verify if any CEQA historical resources could be impacted by the Proposed Project. This subsequent identification and impact analysis, including consideration of previously identified historical resources and evaluation of buildings and structures over 45 years old for historical significance in accordance with the guidance of the State of California Office of Historic Preservation (OHP), shall be conducted.</p> <p>In addition, a historical evaluation of the project level impacts (direct or indirect) at the following sites shall be analyzed in accordance with OHP guidance prior to the approval of future project entitlements:</p> <ol style="list-style-type: none"> <li>1. Fire Station No. 14, 1838 E. Wardlow Road (APN: 7148-020-024), constructed in 1941</li> <li>2. 3341 Cherry Avenue (APN: 7148-020-021), constructed in 1933</li> <li>3. 3275 Cherry Avenue (APN: 7148-020-009), constructed in 1929</li> <li>4. 3249 Cherry Avenue (APN: 7148-020-010), constructed in 1929</li> <li>5. 3170 Cherry Avenue (APN: 7149-006-047), constructed in 1940</li> <li>6. 3204 Cherry Avenue (APN: 7149-006-045), constructed in 1933</li> </ol>	Significant and unavoidable/adverse

		<ol style="list-style-type: none"> <li>7. 3252 Cherry Avenue (APN: 7149-006-042), constructed in 1937</li> <li>8. 3254 Cherry Avenue (APN: 7149-006-062), constructed in 1937</li> <li>9. 3366 Cherry Avenue (APN: 7149-006-035), constructed in 1937</li> <li>10. 3431 Cherry Avenue (APN: 7147-026-017), constructed in 1947</li> <li>11. Iglesia Católica Santísimo Sacramento, 1900 E. Carson Street (APN: 7137-013-001), constructed in 1942</li> <li>12. California Heights Baptist Church, 4110 Gardenia Avenue (APN: 7137-012-009), constructed in 1947</li> </ol> <p>A qualified architectural historian, meeting the Secretary of the Interior's Professional Qualification Standards, shall conduct all work related to the preparation of historic resource evaluation reports, impact analyses, mitigation recommendations (if deemed necessary), and/or subsequent technical reports, should the proposed construction and implementation of future individual projects under the Globemaster Corridor Specific Plan result in potential impacts to CEQA historical resources. If HRE report results indicate that the project will not result in impacts to CEQA historical resources than no further documentation will be required and the impact for the Proposed Project will likely be no impact or less than significant. If the HRE identifies the presence of CEQA historical resources and impacts cannot be avoided through project redesign or relocation than implementation of mitigation measure <b>MM-CUL-2</b> will need to be implemented. It is important to note that demolition of a CEQA historical resource cannot be mitigated to less-than-significant. Still, mitigation measure <b>MM-CUL-2</b> would apply.</p> <p><b>MM-CUL-2 Project Level Mitigation Alternatives.</b> In consultation with the Planning Bureau of the Long Beach Development Services Department, prior to the approval of a project level that will result in a significant and unavoidable impact to a historic resource under CEQA, mitigation will be required. Mitigation should be developed by an historic qualified historic preservation specialist or architectural historian based on individual resource historic significance to help ensure that the mitigation addresses what is significant about the resource. A range of mitigation options are available including but not limited to development of interpretive materials, salvage of historic materials, or documentation of the buildings and structures proposed for demolition that follows the general guidelines of Historic American Building Survey (HABS)-level III documentation. All mitigation needs to be initiated prior to project construction and completed prior to project completion, HABS documentation, which is a common form of mitigation for CEQA historical resources, shall include high resolution digital photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified professional who meets the standards for history, architectural history, or architecture as set forth by the Secretary of the Interior's Professional Qualification Standards (36 CFR, Part 61). The original archival-quality documentation shall be offered as donated material to the to South Central Coastal</p>	
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		Information Center (SCCIC), Billie Jean King Main Library, and Historical Society of Long Beach to make it available for current and future generations. Archival copies of the documentation also would be submitted to the City of Long Beach Department of Development Services, where it would be available to local researchers. The documentation reports shall be completed and approved by the City of Long Beach prior to the issuance of demolition permits.	
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The proposed revisions do not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

Page ES-45

<b>Transportation and Traffic</b>			
a. Would the project conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Potentially significant	<p><b>MM-TRAF-1</b> Prior to receiving a Certificate of Occupancy, the Project Applicant shall be responsible for the construction of the following improvements at Cherry Avenue/Carson Street: Widen and/or restripe the existing exclusive northbound right-turn lane to a shared through-right turn lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach.</p> <p><b>MM-TRAF-2</b> Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue/Cover Street: Widen or restripe the existing exclusive northbound right-turn lane to a shared through-right turn lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach.</p> <p><b>MM-TRAF-3</b> Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue/36th Street: Restripe the westbound approach to provide a third left-turn lane. Construct an exclusive northbound right-turn lane. These improvements are subject to the approval of the City of Long Beach and the City of Lakewood.</p> <p><b>MM-TRAF-4</b> Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue/ Wardlow Road: Construct two additional northbound through lanes and an exclusive northbound right-turn lane. Construct two additional southbound through lanes. Restripe the existing eastbound shared through-left turn lane to an exclusive left-turn lane and construct an additional eastbound through lane. Restripe the existing westbound shared</p>	Significant and unavoidable/adverse

Transportation and Traffic			
		<p>through-left turn lane to an exclusive left-turn lane. Construct an additional westbound left-turn lane and two westbound through lanes. Restripe the westbound shared through-right turn lane to an exclusive westbound right-turn lane. These improvements are subject to the approval of the City of Long Beach.</p> <p><b>MM-TRAF-5</b> Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Orange Avenue/ 32nd Street: Restripe the northbound approach to provide an exclusive right-turn lane. These improvements are subject to the approval of the City of Signal Hill.</p> <p><b>MM-TRAF-6</b> In addition to mitigation measure <b>MM-TRAF-1</b>, prior to receiving a Certificate of Occupancy, the Project Applicant shall be responsible for the construction of the following improvements at Cherry Avenue/Carson Street: Widen the eastbound approach to construct a 4<sup>th</sup> through lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach.</p> <p><b>MM-TRAF-7</b> In addition to mitigation measure <b>MM-TRAF-2</b>, prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue/Cover Street: Widen the northbound approach to provide an exclusive right-turn lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach <u>and the City of Lakewood.</u></p> <p><b>MM-TRAF-8</b> In addition to mitigation measure <b>MM-TRAF-3</b>, prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue/36th Street: Modify the traffic signal to provide for an 8-phase traffic signal. These improvements are subject to the approval of the City of Long Beach <u>and the City of Lakewood.</u></p> <p><b>MM-TRAF-9</b> Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Atlantic Avenue/ Spring Street: Construct an additional eastbound through lane and an additional westbound through lane. Restripe the existing exclusive eastbound right-turn lane to a shared through-right turn lane. Restripe the existing exclusive westbound right-turn lane to a shared through-right</p>	

Transportation and Traffic			
		<p>turn lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach and the City of Signal Hill.</p> <p><b>MM-TRAF-10</b> Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Orange Avenue/ Spring Street: Widen and/or restripe the intersection to include dual northbound left-turn lanes. Remove the exclusive northbound right-turn lane. Convert the southbound right-turn lane into a shared through/right-turn lane. Widen along the Proposed Project frontage to accommodate two south bound through lanes. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach <u>and the City of Signal Hill.</u></p> <p><b>MM-TRAF-11</b> Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Temple Avenue/ Spring Street: Widen the eastbound approach to provide an exclusive right-turn lane. Widen the westbound approach to provide an additional left-turn lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach.</p> <p><b>MM-TRAF-12</b> Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Redondo Avenue/ Spring Street: Widen the eastbound approach to provide an additional through lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach.</p> <p><b>MM-TRAF-13</b> Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue at Willow Street: Construct an additional northbound through lane. Construct an additional southbound through lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the <u>City of Long Beach and the City of Signal Hill.</u></p> <p><b>MM-TRAF-14</b> Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at I-405 Southbound Off-Ramp/Spring Street:</p>	

<b>Transportation and Traffic</b>			
		Restripe the westbound approach to provide an additional through lane. These improvements are subject to the approval of the City of Long Beach and/or Caltrans.	

The proposed revisions do not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

Page ES-54

<b>Utilities and Service Systems</b>			
a. Would the project result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Potentially significant	<p><b>MM-UTIL-1</b> Prior to the issuance of project entitlements or grading permits, whichever comes first, for individual development or redevelopment projects under the Globemaster Corridor Specific Plan (GCSP), a utilities report shall be prepared by the Project Applicant that will identify the ability for existing utility infrastructure to serve the project. As part of this report, the project applicant shall provide evidence to the City of Long Beach Development Services Department that the development project has been reviewed by the applicable utility provider and that a “Will Serve” letter has been issued. The “Will Serve” letter process is necessary in order to determine whether or not sufficient capacity exists to serve each development project and if the existing utility facilities will be affected by the development project. The report shall include, but not be limited to, the following analyses:</p> <p><i>Water Infrastructure</i></p> <p>1. The report shall analyze the existing water main conditions and estimates the project-specific water demand for future development, <u>considering the water infrastructure needs of the Long Beach Water Department service area</u>. Any development or redevelopment project that would impact existing water facilities within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund the improvements those as prescribed by City of Long Beach Water Department.</p> <p><i>Stormwater/Storm Drain Infrastructure</i></p>	Less than significant/No adverse effects

<i>Utilities and Service Systems</i>			
		<p>2. A Hydrology/Hydraulics report shall be prepared that estimates the site-specific discharge rates for a future development. The hydrology and hydraulic study shall analyze the on-site and immediate off-site storm drain systems to determine capacity and integrity of the existing systems. The Project Applicant 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. This report can be completed in conjunction with the Hydrology/Drainage Report required under mitigation measure <b>MM-HYD-3a</b>. Any development or redevelopment project that would impact segments of the existing storm drain facilities within the Plan Area, for which improvements are required, shall fund upsizing of those storm drain segments as prescribed by City of Long Beach Public Works Department and Los Angeles County Flood Control District.</p> <p><i>Wastewater/Sewer Infrastructure</i></p> <p>3. The report shall analyze the existing sewer main conditions and estimates the project-specific wastewater generation for future development. Any development or redevelopment project that would impact existing sewer facilities within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund <del>the those</del> improvements <del>those</del> as prescribed by Los Angeles County Sanitation District and Long Beach Water Department. <u>Due to the combined/cumulative nature of sewage conveyance facilities, the utilities report shall include projections of future capacity requirements within the same catchment area. The report shall pay special attention to lift station capacity, and capacity of the force main and trunk sewer from the lift to the Los Angeles County Sanitation District trunk sewer connection. In addition, the report should consider potential future costs to future developers and how those costs can be fairly and legally shared among all developments within the GCSP area.</u></p> <p><i>Electrical Infrastructure</i></p>	



<i>Utilities and Service Systems</i>			
		<p>4. The report shall analyze the existing electrical capacity and estimate the project-specific electrical demand for future development. Any development or redevelopment project that would impact existing electrical loads or require new electrical substations or facilities within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund the improvements those as prescribed by Southern California Edison.</p> <p><i>Natural Gas</i></p> <p>5. The report shall analyze the existing gas pipeline capacity and estimate the project-specific natural gas demand for future development. Any development or redevelopment project that would impact existing natural gas facilities or require new infrastructure within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund the improvements those as prescribed Long Beach Energy Resources Department.</p> <p><b>MM-HYD-1a</b> (see Hydrology and Water Quality above)</p> <p><b>MM-HYD-3a</b> (see Hydrology and Water Quality above)</p>	

The proposed revisions do not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

## Chapter 2 Project Description

### Pages 2-21 and 2-22

- **Land Use and Development Regulations.** This chapter provides development standards (permitted uses, building height, setbacks, open space, and parking) within each development district and overlay zone. Figure 2-7, Height Districts, establishes the height district for each parcel in the Plan Area, with a range of 30 feet to 153 feet. Table 2-1 establishes the maximum height and building story allowances within each height district. Each height district is determined by anticipated development type and per Federal Aviation Regulations (FAR), which are adopted by the FAA. Figure 2-8, Federal Aviation Regulations - Allowable Heights, establishes the appropriate Federal Aviation Regulations limitations on the heights of structures and other objects in the Plan Area.

**Table 2-1  
Development Potential**

Height Standard	Height District			
	A	B	C	D
Maximum height (feet)	153	65	38	30
Maximum stories	7	3	2	2

As shown in Table 2-1, height restrictions range from 30 feet to a maximum of 36 feet in areas closest to the airport, to a maximum of ~~176~~ 153 feet towards the outer boundaries of the Height District A Plan Area. Figure 2-9, Example Development in Business Park District, illustrates the types of development that could be developed in the BP district with the provision of community benefits. Figure 2-10, Open Space Standards, establishes the open space requirements for each parcel in the Plan Area. Figure 2-11, Setback Districts, establishes the setback district for each parcel in the Plan Area.

These revisions are to ensure consistency with the GCSP (August 2020). The proposed revisions do not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

### Page 2-29

The GCSP would require discretionary approval from the City of Long Beach prior to construction. In order to construct the Proposed Project, the following discretionary approvals from the City are required:

- Zoning Code Amendment/Specific Plan Approval
- ~~Specific Plan Approval~~Zone Change
- Certification of the Program EIR/EIS

The proposed revisions do not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

**Page 2-33**

Figure 2-2, Local Context, has been revised to include a portion of Airport-Owned Property located south of Spring Street between Airport Way and Airport Lane that was not identified in the Draft PEIR/PEIS. See the revised figure attached to the end of this chapter of the Final PEIR/PEIS. The proposed revision does not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

**Page 2-45**

Figure 2-8, Example Development in Business Park District, has been revised based on a comment provided by the Long Beach Airport to clarify that the area labeled as existing surface parking notes that this area is under Airport control. See the revised figure attached to the end of this chapter of the Final PEIR/PEIS. The proposed revision does not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

## Section 3.3 Cultural Resources

The following mitigation measure has been revised due to a typo on future project entitlement number 11. The proposed revision does not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

**Pages 3.3-28 and 3.3-29**

**MM-CUL-1 Project Level Analysis of Historic Era Built Environment Resources.** Implementation of the Proposed Project (re-zoning and design plans within the Globemaster Corridor Specific Plan area) will likely result in the development of plans for future project-level activities that involve construction and ground disturbing activities within the Globemaster Corridor Specific Plan area. As such, future projects involving these types of activities could constitute a substantial adverse change in the significance of a historical resource by means of physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings, such that the significance of a historical resource would be materially impaired (State CEQA Guidelines Section 15064.5). To mitigate the potential impacts of future projects developed under the Globemaster Corridor Specific Plan, prospective project developers and/or stakeholders shall be required to ensure that potential impacts to historical resources be assessed as part of planning and environmental clearance for their individual project(s).

Prior to the initiation of any construction and/or ground disturbing activities, the Proposed Project will require review by a qualified architectural historian to assess the potential impacts to known and potential CEQA historical resources. If project implementation could result in impacts, then a Historic Resource Evaluation Report will need to be prepared by a qualified architectural historian for the specific project to verify if any CEQA historical resources could be impacted by the Proposed Project. This subsequent identification and impact analysis, including consideration of previously identified historical resources and evaluation of buildings and structures over 45 years old for historical significance in accordance with the guidance of the State of California Office of Historic Preservation (OHP), shall be conducted.

In addition, a historical evaluation of the project level impacts (direct or indirect) at the following sites shall be analyzed in accordance with OHP guidance prior to the approval of future project entitlements:

1. Fire Station No. 14, 1838 E. Wardlow Road (APN: 7148-020-024), constructed in 1941
2. 3341 Cherry Avenue (APN: 7148-020-021), constructed in 1933
3. 3275 Cherry Avenue (APN: 7148-020-009), constructed in 1929
4. 3249 Cherry Avenue (APN: 7148-020-010), constructed in 1929
5. 3170 Cherry Avenue (APN: 7149-006-047), constructed in 1940
6. 3204 Cherry Avenue (APN: 7149-006-045), constructed in 1933
7. 3252 Cherry Avenue (APN: 7149-006-042), constructed in 1937
8. 3254 Cherry Avenue (APN: 7149-006-062), constructed in 1937
9. 3366 Cherry Avenue (APN: 7149-006-035), constructed in 1937
10. 3431 Cherry Avenue (APN: 7147-026-017), constructed in 1947
11. Iglesia Católica Santísimo Sacramento, 1900 E. Carson Street (APN: 7137-013-001), constructed in 1942
12. California Heights Baptist Church, 4110 Gardenia Avenue (APN: 7137-012-009), constructed in 1947

A qualified architectural historian, meeting the Secretary of the Interior's Professional Qualification Standards, shall conduct all work related to the preparation of historic resource evaluation reports, impact analyses, mitigation recommendations (if deemed necessary), and/or subsequent technical reports, should the proposed construction and implementation of future individual projects under the Globemaster Corridor Specific Plan result in potential impacts to CEQA historical resources. If HRE report results indicate that the project will not result in impacts to CEQA historical resources than no further documentation will be required and the impact for the Proposed Project will likely be no impact or less than significant. If the HRE identifies the presence of CEQA historical resources and impacts cannot be avoided through project redesign or relocation than implementation of mitigation measure **MM-CUL-2** will need to be implemented. It is important to note that demolition of a CEQA historical resource cannot be mitigated to less-than-significant. Still, mitigation measure **MM-CUL-2** would apply.

## Section 3.11 Transportation

### Page 3.11-11

Figure 3.11-3, Existing Year 2018 Truck Routes, shows the designated truck routes in the City, as shown in the City's Mobility Element. Designated truck routes provide for the regulated movement of truck traffic through the City, and minimizes intrusion of truck traffic in sensitive areas, such as residential neighborhoods. The designation of truck routes is intended to direct truck traffic to those streets where they would cause the least amount of neighborhood intrusion and where noise, vibration, and other factors would have the least impact. Primary truck routes in close proximity to the Plan Area are provided via Cherry Avenue, Lakewood Boulevard, Carson Street, and Spring Street. Regional freeway access is provided at the Cherry Avenue/I-405 interchange.

**Page 3.11-12**

The City of Long Beach promotes bicycling as a means of mobility and a way in which to improve the quality of life within its community. The Long Beach Bicycle Master Plan 2040 (December 2016) recognizes the needs of bicycle users and aims to create a complete and safe bicycle network throughout the City. The City of Long Beach Bicycle Facilities in the vicinity of the Proposed Project area (existing and proposed) is shown on Figure 3.11-5A, Existing Bicycle Routes, and Figure 3.11-5B, Existing and Proposed “8-80” Bicycle Facilities. It should be noted the bicycle facilities identified on these figures do not apply to the City of Signal Hill. Per the Long Beach Bicycle Master Plan (Year 2040), the following provides a brief description of each Bicycle facility type:

The proposed revisions do not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

**Page 3.11-57****Intersection 5 – Cherry Avenue/36th Street (Long Beach/Lakewood):**

**MM-TRAF-3** Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue/36th Street:

Restripe the eastbound approach to provide an exclusive left-turn lane. Construct an exclusive northbound right-turn lane. These improvements are subject to the approval of the City of Long Beach and the City of Lakewood.

Mitigation measure **MM-TRAF-3** would require additional right-of-way acquisition from only the City of Lakewood (due to the nature of these improvements, right-of-way acquisition from the City of Long Beach would not be required). Additionally, the City of Long Beach has identified potential planned improvements consisting of proposed bicycle facilities, which would require additional right-of-way acquisition from both the City of Long Beach and City of Lakewood. Implementation of this mitigation measure would require acquisition of land in another jurisdiction (City of Lakewood). Similar to mitigation measure **MM-TRAF-1**, additional right-of-way acquisition is required and would result in a loss of sidewalks and a loss of developable areas and related jobs, which would conflict with key GCSP objectives. This identified improvement is considered infeasible. Without incorporation of feasible mitigation measures, the operation of this intersection would continue to be at an unacceptable level. This impact is considered significant and unavoidable.

These proposed revisions do not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

**Pages 3.11-59 through 3.11-60****Intersection 3 – Cherry Avenue/Cover Street (Long Beach/Lakewood):**

**MM-TRAF-7** In addition to mitigation measure **MM-TRAF-2**, prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue/Cover Street:

Widen the northbound approach to provide an exclusive right-turn lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach and the City of Lakewood.

Mitigation measure **MM-TRAF-7** would require additional right-of-way acquisition since the City of Long Beach identified that Cherry Avenue would implement planned improvements consisting of proposed bicycle facilities. These improvements would require right-of-way acquisition from both the City of Long Beach and City of Lakewood. Implementation of this mitigation measure would require acquisition of land in another jurisdiction (City of Lakewood). Similar to mitigation measure **MM-TRAF-1**, additional right-of-way acquisition is required and would result in a loss of sidewalks and a loss of developable areas and related jobs, which would conflict with key GCSP objectives. This identified improvement is considered infeasible. Without incorporation of feasible mitigation measures, the operation of this intersection would continue to be at an unacceptable level. This impact is considered significant and unavoidable.

#### **Intersection 5 – Cherry Avenue/36th Street (Long Beach/Lakewood):**

**MM-TRAF-8** In addition to mitigation measure **MM-TRAF-3**, prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue/36th Street:

Modify the traffic signal to provide for an 8-phase traffic signal. These improvements are subject to the approval of the City of Long Beach and the City of Lakewood.

Mitigation measure **MM-TRAF-8** would require additional right-of-way acquisition since the City of Long Beach identified that Cherry Avenue would implement planned improvements consisting of proposed bicycle facilities. Similar to mitigation measure **MM-TRAF-1**, additional right-of-way acquisition is required and would result in a loss of sidewalks and a loss of developable areas and related jobs, which would conflict with key GCSP objectives. This identified improvement is considered infeasible. Without incorporation of feasible mitigation measures, the operation of this intersection would continue to be at an unacceptable level. This impact is considered significant and unavoidable.

#### **Intersection 12 – Atlantic Avenue/Spring Street (Signal Hill/Long Beach):**

**MM-TRAF-9** Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Atlantic Avenue/ Spring Street:

Construct an additional eastbound through lane and an additional westbound through lane.  
Restripe the existing exclusive westbound right-turn lane to a shared through-right turn lane.  
Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach and the City of Signal Hill.

Mitigation measure **MM-TRAF-9** would require additional right-of-way acquisition from both the City of Long Beach and City of Signal Hill. Additionally, the City of Long Beach has identified proposed bicycle facilities, which would require additional right-of-way acquisition from both the City of Long Beach and City of Signal Hill. Implementation of this mitigation measure would require acquisition of land in another jurisdiction (City of Signal Hill). Similar to mitigation measure **MM-TRAF-1**, additional right-of-way acquisition is required and would result in a loss of sidewalks and a loss of developable areas and related jobs, which would conflict with key GCSP objectives. This identified improvement is considered infeasible. Without incorporation of feasible mitigation measures, the operation of this intersection would continue to be at an unacceptable level. This impact is considered significant and unavoidable.

**Intersection 15 – Orange Avenue/Spring Street (Signal Hill/Long Beach):**

**MM-TRAF-10** Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Orange Avenue/ Spring Street:

Widen and/or restripe the northbound approach to provide a shared through/right-turn lane. Convert the southbound right-turn lane into a shared through/right-turn lane. Widen along the Proposed Project frontage to accommodate two south bound through lanes. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach and the City of Signal Hill.

Mitigation measure **MM-TRAF-10** would require additional right-of-way acquisition from the City of Long Beach and City of Signal Hill. Additionally, the City of Long Beach has identified potential planned improvements consisting of proposed bicycle facilities, which would require additional right-of-way acquisition from both the City of Long Beach and City of Signal Hill. Implementation of this mitigation measure would require acquisition of land in another jurisdiction (City of Signal Hill). Similar to mitigation measure **MM-TRAF-1**, additional right-of-way acquisition is required and would result in a loss of sidewalks and a loss of developable areas and related jobs, which would conflict with key GCSP objectives. This identified improvement is considered infeasible. Without incorporation of feasible mitigation measures, the operation of this intersection would continue to be at an unacceptable level. This impact is considered significant and unavoidable.

These proposed revisions do not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

**Page 3.11-62****Intersection 26 – Orange Avenue/Willow Street (Signal Hill/Long Beach):**

**MM-TRAF-13** Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue at Willow Street:

Construct an additional northbound through lane. Construct an additional southbound through lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach and the City of Signal Hill.

Mitigation measure **MM-TRAF-13** would fall under the jurisdiction of another public agency (City of Signal Hill) and are not guaranteed. These improvements would require right-of-way acquisition from both the City of Long Beach and City of Signal Hill. Implementation of this mitigation measure would require acquisition of land in another jurisdiction (City of Signal Hill). Similar to mitigation measure **MM-TRAF-1**, additional right-of-way acquisition is required and would result in a loss of sidewalks and a loss of developable areas and related jobs, which would conflict with key GCSP objectives. This identified improvement is considered infeasible. Without incorporation of feasible mitigation measures, the operation of this intersection would continue to be at an unacceptable level. This impact is considered significant and unavoidable.

These proposed revisions do not alter the analysis or conclusions presented in the Draft PEIR/PEIS.



## Page 3.11-71

Figure 3.11-3, Existing Year 2018 Truck Routes, has been revised to remove Orange Avenue as a truck route in the City of Signal Hill. See the revised figure attached to the end of this chapter of the Final PEIR/PEIS. The proposed revision does not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

## Section 3.13 Utilities and Service Systems

## Page 3.13-1

**Sewer System**

The Proposed Project is located within the jurisdictional boundaries of Los Angeles County Sanitation District (LACSD) No. 3. The LACSD owns, operates, and maintains the large trunk sewers that form the backbone of the regional wastewater conveyance system. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which those lines are located. The Long Beach Water District (LBWD), which operates and maintains approximately 765 miles of sanitary sewer lines, is the jurisdiction with responsibility of the local collector and/or lateral sewer lines. There are no LACSD sewer lines within the northern portion of the Plan Area. As shown on Figure 3.13-1, LACSD Sewer Facilities, there is a portion of an existing gravity sewer main that flows southward along Walnut Avenue from East 33<sup>rd</sup> Street. The remaining LACSD sewer facilities within the Plan Area are located south of Interstate (I-) 405 along Walnut Avenue from I-405 to Spring Street, and along Spring Street from between California Avenue and Orange Avenue to Junipero Avenue. Wastewater flows from Walnut Avenue flow south towards Spring Street. Wastewater along Spring Street flow east from between California Avenue and Orange Avenue to Jones Place, and west from Junipero Avenue to Jones Place. These flows along Spring Street converge at the Spring Street Pumping Plant, located at Spring Street and Jones Place. Wastewater is then carried southwest to the Long Beach Main Pumping Plant, located immediately east of I-710 and West 16<sup>th</sup> Street, and eventually to the Joint Water Pollution Control Plant (LACSD 2020).

The wastewater generated by the City of Long Beach (City) is treated at the Joint Water Pollution Control Plant, located in the City of Carson, which has a capacity of 400 million gallons per day (mgd) and currently produces an average flow of 254.7261.1 mgd. As a result, the facility has a remaining capacity of 138.9145.3 mgd. In addition, wastewater generated in the City is treated at the Long Beach Water Reclamation Plant, located at 7400 East Willow Street, which has a capacity of 25 mgd and currently produces an average recycled water flow of 9.812.7 mgd (LACSD 2018a). As a result, the facility has a remaining capacity of 12.345.2 mgd. Combined, these two facilities have a remaining capacity of 151.2460.5 mgd. Tertiary treated sewage from these facilities is used to irrigate public landscaping through the recycled water program and recharge the groundwater basin. The wastewater infrastructure for the immediate Plan Area vicinity primarily consists of vitrified clay pipe.

Local collector and/or lateral sewer lines that connect to LACSD sewer lines are the responsibility of the jurisdiction in which those lines are located. The Long Beach Water District (LBWD), which operates and maintains approximately 765 miles of sanitary sewer lines, is the jurisdiction with responsibility of the local collector and/or lateral sewer lines. LBWD operates and maintains the sewer lines that would connect to the existing LACSD trunk lines described previously, which flow southwardly towards Spring Street and eastwardly towards the Plan Area's southeastern corner.

The proposed revisions do not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

**Page 3.13-18**

Future water lines intended to service the Plan Area would likely connect into the ~~distribution~~ larger 20- to 36-inch transmission water mains located along Cherry Avenue, Wardlow Road, Saint Louis Avenue, and 32nd Street. Installation of new water mains and laterals consists of either trenching to the depth of pipe placement or using a variety of different trenchless technology, which causes substantially less ground disturbance. Trenching results in a temporary stockpiling of soil along the length of the trench, pending backfilling, which could result in potential short-term erosion induced siltation of nearby waterways. Trenchless technology only requires temporary stockpiling of soil adjacent to excavations on both ends of long sections of pipe. Although, it should be noted LBWD rarely specifies trenchless technologies and that both LBWD and City requirements mandate the use of construction site best management practices (BMPs) that minimize erosion to the City storm drain system and nearby waterways.

The proposed revisions do not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

**Page 3.13-19**

Potential impacts to existing water distribution systems would be potentially significant if the expansion of existing infrastructure would result in additional significant impacts. Mitigation measure **MM-UTIL-1** would require project-specific analyses to determine if future projects can be served by the existing infrastructure. If required improvements are identified by the Long Beach Water Department to serve the site, the project applicant shall fund and construct such improvements. No further mitigation is required. As such, impacts to water facilities is considered **less than significant with mitigation incorporated under CEQA**. (see Section 3.6, Hydrology and Water Quality, of this Draft PEIR/PEIS).

The proposed revision does not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

**Page 3.13-20**

The addition of new commercial and industrial uses in association with the Proposed Project, including 1) a business park to be located immediately west, southwest, and south of the existing airport runways/taxiways; 2) a community commercial district to be located along the east side of Cherry Avenue; 3) an industrial commercial district also to be located along the east side of Cherry Avenue; and 4) a general industrial area to be located primarily in the southern Plan Area, adjacent to the I-405 freeway, could require increases in the size and change in the location of new sewer mains, pumps, and laterals. Main collection lines would be upgraded to accommodate the increased flow volume. Additionally, the new development could require upgrades to, or construction of, new lift stations; and trunk sewer from the GCSP to the LACSD main.

The proposed revision does not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

**Page 3.13-29**

The Proposed Project would result in 903,507 gpd or 0.9 mgd. The LACSD facilities serving the Plan Area have a remaining capacity of 151.2160.5 mgd. Therefore, the Proposed Project-related increase in wastewater would represent approximately 0.6% of the remaining capacity of these facilities. As such, there is sufficient wastewater treatment capacity within the LACSD facilities to accommodate the increase in wastewater demand City-wide, and no major improvements are required. The increase in wastewater flows associated with the Proposed Project would not exceed the treatment requirements of the Los Angeles RWQCB, for the Joint Water Pollution Control Plant and Long Beach Water Reclamation Plan.

The proposed revision does not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

#### Page 3.13-34

Mitigation measure **MM-UTIL-1** would require project-specific analyses to determine if future projects can be served by the existing infrastructure. If required improvements are identified by the LACSD and Long Beach Water Department ~~Public Works Department~~ to serve the site, the project applicant shall fund such improvements. These improvements would be completed on a project-level and carried out consistent with relevant planning documents for the subject utility.

The proposed revision does not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

#### Page 3.13-36

**MM-UTIL-1** Prior to the issuance of project entitlements or grading permits, whichever comes first, for individual development or redevelopment projects under the Globemaster Corridor Specific Plan (GCSP), a utilities report shall be prepared by the Project Applicant that will identify the ability for existing utility infrastructure to serve the project. As part of this report, the project applicant shall provide evidence to the City of Long Beach Development Services Department that that the development project has been reviewed by the applicable utility provider and that a “Will Serve” letter has been issued. The “Will Serve” letter process is necessary in order to determine whether or not sufficient capacity exists to serve each development project and if the existing utility facilities will be affected by the development project. The report shall include, but not be limited to, the following analyses:

##### ***Water Infrastructure***

1. The report shall analyze the existing water main conditions and estimates the project-specific water demand for future development, considering the water infrastructure needs of the Long Beach Water Department service area. Any development or redevelopment project that would impact existing water facilities within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund the improvements those as prescribed by City of Long Beach Water Department.

##### ***Stormwater/Storm Drain Infrastructure***

2. A Hydrology/Hydraulics report shall be prepared that estimates the site-specific discharge rates for a future development. The hydrology and hydraulic study shall analyze the on-site and immediate off-site storm drain systems to determine capacity and integrity of the existing systems. The Project Applicant 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. This report can be completed in conjunction with the Hydrology/Drainage Report required under mitigation measure **MM-HYD-3a**. Any development or redevelopment project that would impact segments of the existing storm drain facilities within the Plan Area, for which improvements are required, shall fund upsizing of those storm drain segments as

prescribed by City of Long Beach Public Works Department and Los Angeles County Flood Control District.

#### ***Wastewater/Sewer Infrastructure***

3. The report shall analyze the existing sewer main conditions and estimates the project-specific wastewater generation for future development. Any development or redevelopment project that would impact existing sewer facilities within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund ~~the~~ those improvements ~~those~~ as prescribed by Los Angeles County Sanitation District and Long Beach Water Department. Due to the combined/cumulative nature of sewage conveyance facilities, the utilities report shall include projections of future capacity requirements within the same catchment area. The report shall pay special attention to lift station capacity, and capacity of the force main and trunk sewer from the lift to the Los Angeles County Sanitation District trunk sewer connection. In addition, the report should consider potential future costs to future developers and how those costs can be fairly and legally shared among all developments within the GCSP area.

#### ***Electrical Infrastructure***

4. The report shall analyze the existing electrical capacity and estimate the project-specific electrical demand for future development. Any development or redevelopment project that would impact existing electrical loads or require new electrical substations or facilities within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund the improvements ~~those~~ as prescribed by Southern California Edison.

#### ***Natural Gas***

5. The report shall analyze the existing gas pipeline capacity and estimate the project-specific natural gas demand for future development. Any development or redevelopment project that would impact existing natural gas facilities or require new infrastructure within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund the improvements ~~those~~ as prescribed Long Beach Energy Resources Department.

The proposed revisions do not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

#### **Page 3.13-39**

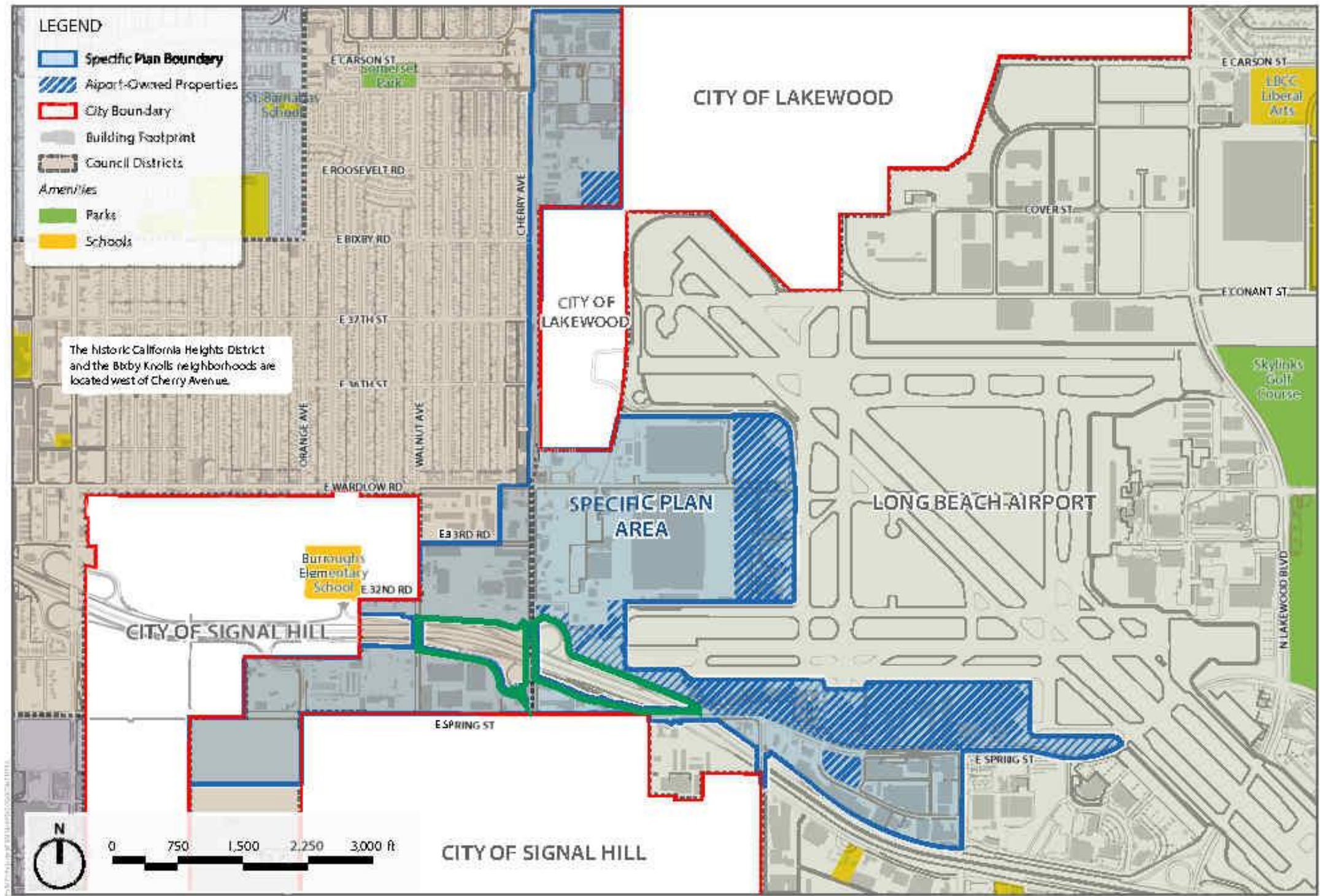
LACSD. 2020. "LACSD Underground Utilities." Accessed October 12, 2020. <https://www.lacsd.org/ugutilities/>.

The proposed revision does not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

#### **Page 3.13-41**

Figure 3.13-1, LACSD Sewer Facilities, has been added based on a comment provided from the Long Beach Water Department to include a more thorough discussion of LACSD's trunk lines within the Plan Area. See the revised figure attached to the end of this chapter of the Final PEIR/PEIS. The proposed revision does not alter the analysis or conclusions presented in the Draft PEIR/PEIS.

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SOURCE: John Kallisi Architects 2016

**DUDEK**

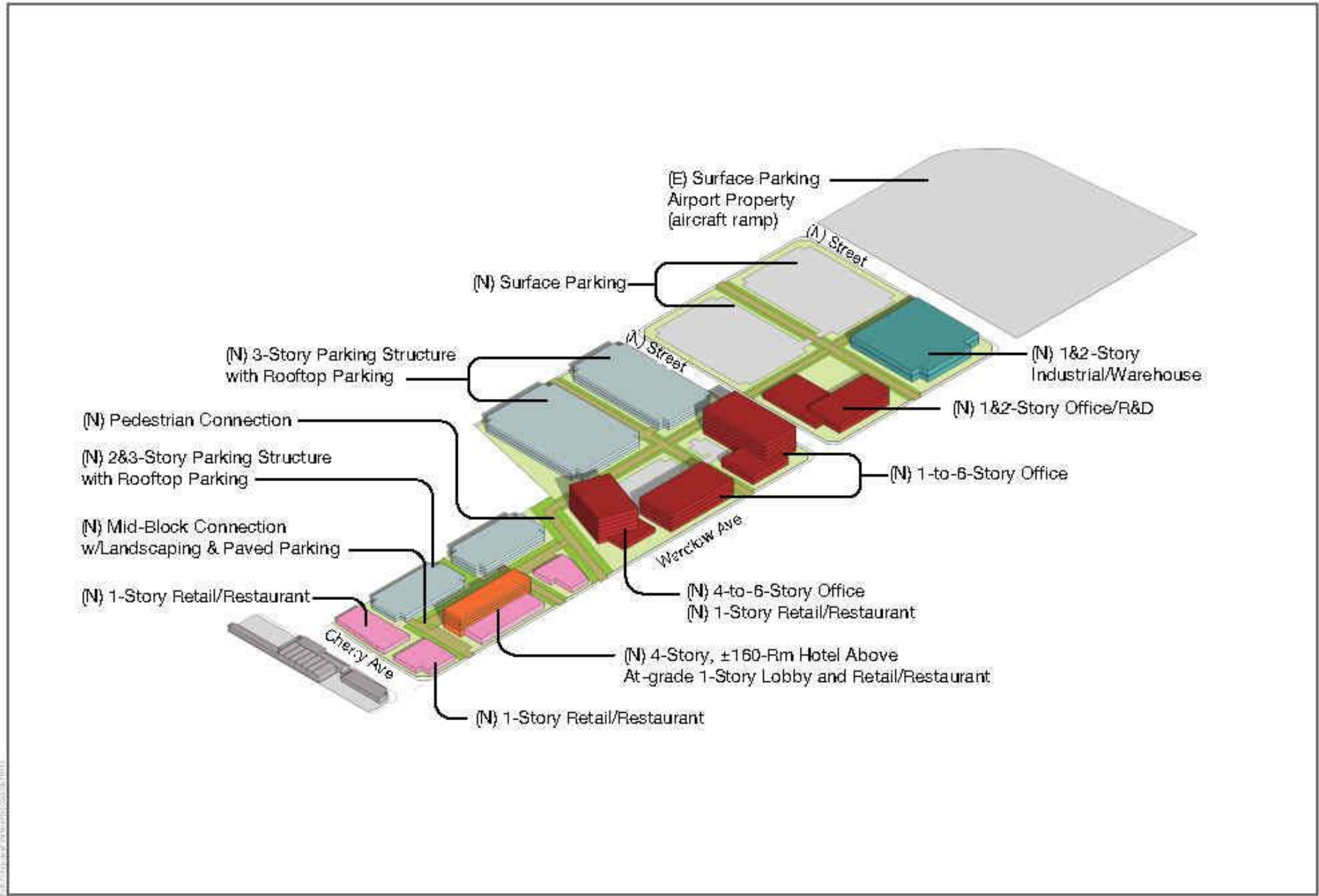
FIGURE 2-2

Local Context

Globemaster Corridor Specific Plan Draft PEIR/PEIS

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SOURCE: John Kalis (i) Architects 2016

**DUDEK**

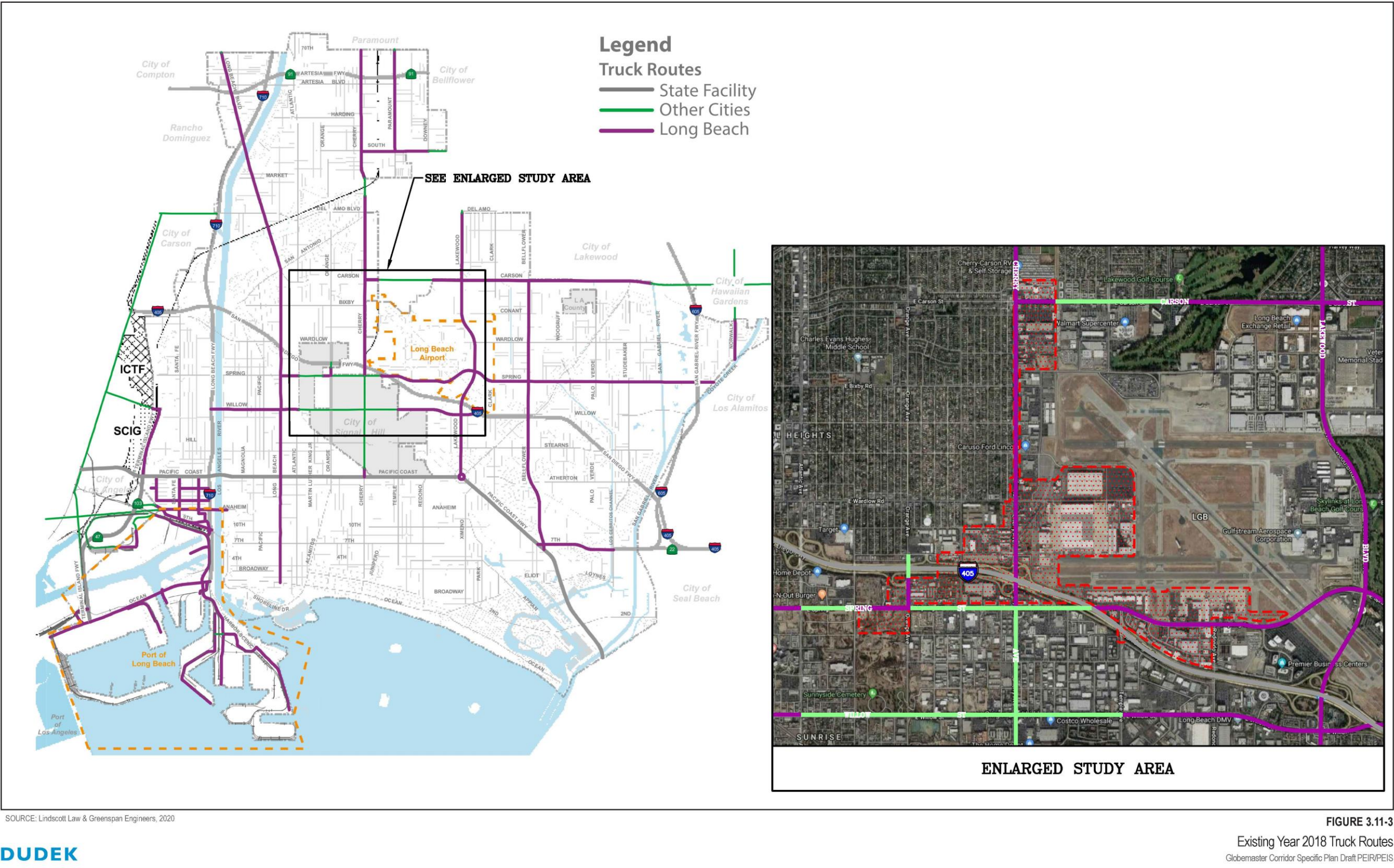
FIGURE 2-9

Example Development in Business Park District

Globemaster Corridor Specific Plan Draft PEIR/PEIS

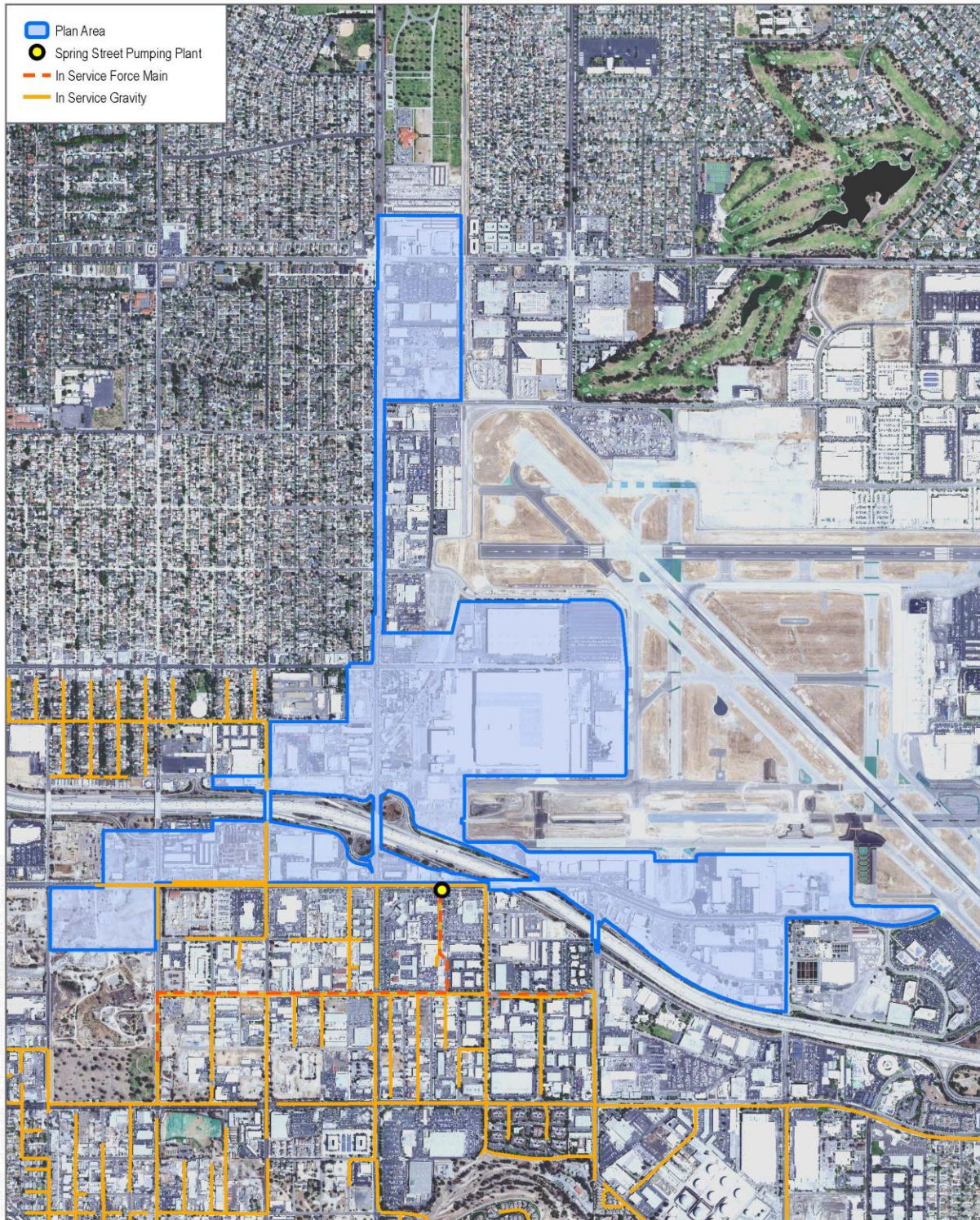
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SOURCE: LACSD 2020, USDA 2018

**DUDEK**



0 750 1,500 Feet

**FIGURE 3.13-1**

**LACSD Sewer Facilities**

Long Beach C-17 Master Plan PHASE II Project

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# 4 Mitigation Monitoring and Reporting Program/ Environmental Commitments Record

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## 4.1 Introduction

Section 15097 of the State California Environmental Quality Act (CEQA) Guidelines requires that a public agency adopting an Environmental Impact Report (EIR) take affirmative steps to determine that approved mitigation measures are implemented after project approval. The City of Long Beach (City), as the lead agency under CEQA, must adopt a reporting and monitoring program for the mitigation measures incorporated into a project or included as conditions of approval. The program must be designed to ensure compliance with the EIR during project implementation (California Public Resources Code, Section 21081.6[a][1]).

The Council of Environmental Quality (CEQ) specifies the use of mitigation and monitoring for compliance with the requirements of the National Environmental Policy Act (NEPA) guidance. Mitigation commitments should be carefully specified in terms of measurable performance standards or expected results, so as to establish clear performance expectations.<sup>1</sup> The agency should also specify the timeframe for the agency action and the mitigation measures in its decision documents, to ensure that the intended start date and duration of the mitigation commitment is clear. The CEQ Regulations explicitly require that “a monitoring and enforcement program shall be adopted [...] where applicable for any mitigation.”<sup>2</sup>

This Mitigation Monitoring and Reporting Program (MMRP)/Environmental Commitments Record (ECR) will be used by the City to ensure compliance with adopted mitigation measures identified in the Draft Program Environmental Impact Report/Environmental Impact Statement (PEIR/PEIS) for the proposed Globemaster Corridor Specific Plan (GCSP; Proposed Project). The City, as the lead agency under CEQA, will be responsible for ensuring that all mitigation measures are carried out. The Draft PEIR/PEIS identified potentially significant environmental impacts to aesthetics, air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation and traffic, tribal cultural resources, and utilities and service systems. Mitigation is provided for each of these topics to reduce impacts to the extent feasible and is provided in Table 4-1, Mitigation Monitoring and Reporting Program Checklist/Environmental Commitments Record. All of these potential significant impacts would be reduced to less than significant with implementation of the proposed mitigation measures, except for impacts to air quality, cultural resources, greenhouse gas emissions, and transportation and traffic, which would remain significant and unavoidable.

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<sup>1</sup> In 2001, the Committee on Mitigating Wetland Losses, through the National Research Council (NRC), conducted a nationwide study evaluating compensatory mitigation, focusing on whether the process is achieving the overall goal of “restoring and maintaining the quality of the nation’s waters” (NRC 2001). The study’s recommendations were incorporated into the 2008 Final Compensatory Mitigation Rule promulgated jointly by the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency. See U.S. Army Corps of Engineers & U.S. Environmental Protection Agency, “Compensatory Mitigation for Losses of Aquatic Resources,” 73 Fed. Reg. 19,594 (Apr. 10, 2008).

<sup>2</sup> *Id.* Section 1505.2(c).

## 4 – Mitigation Monitoring and Reporting Program

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The remainder of this MMRP consists of a table that identifies the mitigation measures by resource for each Proposed Project component. Table 4-1, Mitigation Monitoring and Reporting Program Checklist/Environmental Commitments Record, identifies the mitigation monitoring and reporting requirements, including the party(ies) responsible for carrying out and verifying implementation of the mitigation measure, and the timing of verification (i.e., prior to, during, or after construction). Space is provided for sign-off following completion/implementation of the mitigation measure. Along with the PEIR/PEIS and related documents, this MMRP will be kept on file at the following location:

City of Long Beach  
Department of Development Services, Planning Bureau  
411 West Ocean Boulevard, 3rd Floor  
Long Beach, California 90802



Table 4-1. Mitigation Monitoring and Reporting Program Checklist/Environmental Commitments Record

Mitigation Measure No.	Mitigation Measure	Method of Verification/ Monitoring Action	Timing of Verification			Responsible Party	Completed		Comments
			<i>Pre-Const.</i>	<i>During Const.</i>	<i>Post-Const.</i>		<i>Initials</i>	<i>Date</i>	
<i>Aesthetics</i>									
MM-AES-1	<b>Lighting Plans and Specifications.</b> Prior to the issuance of building permits for new development projects, the applicant shall submit lighting plans and specifications for all exterior lighting fixtures, light standards, and window treatments (e.g., consideration of specialized manicuring or tinting to reduce glare from interior lighting) to the City of Long Beach’s Development Services Department for review and approval. The plans shall include a photometric design study demonstrating that all outdoor light fixtures to be installed are designed or located in a manner as to contain the direct rays from the lights on site and to minimize spillover of light onto surrounding properties or roadways. All parking structure lighting shall be shielded and directed away from residential uses. Open space areas are encouraged in the Plan. Lighting for such features shall be designed so that light is directed so as to provide adequate security and minimal spill-over or nuisance lighting.	Submittal of lighting plans and specifications for all exterior lighting fixtures, light standards, and window treatments	X			City of Long Beach Development Services Department			
MM-AES-2	<b>Light Fixture Shielding.</b> Prior to the issuance of building permits for development projects within the Globemaster Corridor Specific Plan area, applicants shall demonstrate to the City of Long Beach’s Development Services Department that all nighttime lighting installed on private property within the Globemaster Corridor Specific Plan area shall be shielded, directed away from residential and other light-sensitive uses, and confined to the Plan Area. Rooftop lighting, security lighting, or aviation warning lights, shall be in accordance with Airport/Federal Aviation Administration (FAA) requirements. Additionally, all lighting shall comply with all applicable Airport Land Use Plan (ALUP) Safety Policies and FAA regulations	Submittal/review of lighting plans showing all nighttime light has been shielded, directed away from residential and other light-sensitive uses, and confined to the Plan Area	X			City of Long Beach Development Services Department			
<i>Air Quality</i>									
MM-AQ-1	<b>Construction Equipment Emissions Reductions.</b> The following measures shall be incorporated into the Proposed Project to reduce construction criteria air pollutant emissions, including VOC, NOx, PM10, and PM2.5, generated by construction equipment used for future development projects implemented under the proposed GCSP: a) For off-road equipment with engines rated at 50 horsepower or greater, no construction equipment shall be used that is less than Tier 4 Interim. An exemption from these requirements may be granted by the City in the event that the applicant documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment. Before an exemption may be considered by the City, the applicant shall be required to demonstrate that two construction fleet owners/operators in the Los Angeles Region were contacted and that those owners/operators confirmed Tier 4 Interim or better equipment could not be located within the Los Angeles region. To ensure that Tier 4 construction equipment or better would be used during the Proposed Project’s construction, the City shall include this requirement in applicable bid documents, purchase orders, and contracts. Successful contractor(s) must demonstrate the ability to supply the compliant construction equipment for use prior to any ground disturbing and construction activities.	Submittal of contractor plans or exemption, construction logs, and Construction Traffic Control Plan	X	X		City of Long Beach Development Services Department			

Table 4-1. Mitigation Monitoring and Reporting Program Checklist/Environmental Commitments Record

Mitigation Measure No.	Mitigation Measure	Method of Verification/ Monitoring Action	Timing of Verification			Responsible Party	Completed		Comments
			<i>Pre-Const.</i>	<i>During Const.</i>	<i>Post-Const.</i>		<i>Initials</i>	<i>Date</i>	
	<p>b) Minimize simultaneous operation of multiple construction equipment units. During construction, vehicles in loading and unloading queues shall not idle for more than 5 minutes, and shall turn their engines off when not in use to reduce vehicle emissions.</p> <p>c) Properly tune and maintain all construction equipment in accordance with manufacturer’s specifications;</p> <p>d) Where feasible, employ the use of electrical or alternative fueled (non-diesel) powered construction equipment, including forklifts, concrete/industrial saws, pumps, aerial lifts, air compressors, and other comparable equipment types to the extent commercial available.</p> <p>e) To reduce the need for electric generators and other fuel-powered equipment, provide on-site electrical hookups for the use of hand tools such as saws, drills, and compressors used for building construction.</p> <p>f) Develop a Construction Traffic Control Plan to ensure construction traffic and equipment use is minimized to the extent practicable. The Construction Traffic Control Plan shall include measures to reduce the number of large pieces of equipment operating simultaneously during peak construction periods, scheduling of vendor and haul truck trips to occur during non-peak hours, establish dedicated construction parking areas to encourage carpooling and efficiently accommodate construction vehicles, identify alternative routes to reduce traffic congestion during peak activities, and increase construction employee carpooling.</p> <p>g) Encourage construction contractors to apply for South Coast Air Quality Management District “SOON” funds. The “SOON” program provides funds to applicable fleets for the purchase of commercially-available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles.</p>								
MM-AQ-2	<p><b>Fugitive Dust Control.</b> The following measures shall be incorporated into the Proposed Project to reduce construction fugitive dust emissions (PM<sub>10</sub> and PM<sub>2.5</sub>), generated by grading and construction activities of future development projects implemented under the proposed GCSP, consistent with SCAQMD Rule 403, with a goal of retaining dust on the site:</p> <p>a) Water, or utilize another SCAQMD-approved dust control non-toxic agent, on the grading areas at least three times daily to minimize fugitive dust.</p> <p>b) All permanent roadway improvements shall be constructed and paved as early as possible in the construction process to reduce construction vehicle travel on unpaved roads. To reduce fugitive dust from earth-moving operations, building pads shall be finalized as soon as possible following site preparation and grading activities.</p> <p>c) Stabilize grading areas as quickly as possible to minimize fugitive dust.</p> <p>d) Apply chemical stabilizer, install a gravel pad, or pave the last 100 feet of internal travel path within the construction site prior to public road entry, and to on-site stockpiles of excavated material.</p> <p>e) Remove any visible track-out into traveled public streets with the use of sweepers, water trucks, or similar method as soon as possible.</p>	Submittal/review of construction plan with listed measures	X	X		City of Long Beach Development Services Department			

Table 4-1. Mitigation Monitoring and Reporting Program Checklist/Environmental Commitments Record

Mitigation Measure No.	Mitigation Measure	Method of Verification/ Monitoring Action	Timing of Verification			Responsible Party	Completed		Comments
			<i>Pre-Const.</i>	<i>During Const.</i>	<i>Post-Const.</i>		<i>Initials</i>	<i>Date</i>	
	<p>f) Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads. Unpaved construction site egress points shall be graveled to prevent track-out.</p> <p>g) Wet wash the construction access point at the end of the workday if any vehicle travel on unpaved surfaces has occurred.</p> <p>h) Cover haul trucks or maintain at least 2 feet of freeboard to reduce blow-off during hauling.</p> <p>i) Evaluate the need for reduction in dust generating activity, potential to stop work, and/or implementation of additional dust control measures if winds exceed 25 miles per hour.</p> <p>j) Enforce a 15-mile-per-hour speed limit on unpaved surfaces.</p> <p>k) Provide haul truck staging areas for the loading and unloading of soil and materials. Staging areas shall be located away from sensitive receptors, at the furthest feasible distance.</p> <p>l) Construction Traffic Control Plans shall route delivery and haul trucks required during construction away from sensitive receptor locations and congested intersections, to the extent feasible. Construction Traffic Control plans shall be finalized and approved prior to issuance of grading permits.</p> <p>m) Review and comply with any additional requirements of SCAQMD Rule 403.</p>								
MM-AQ-3	<b>Architectural Coating VOC Emissions.</b> To address the impact relative to VOC emissions, Super-Compliant VOC-content architectural coatings (0 grams per liter to less than 10 grams per liter VOC) shall be used during Proposed Project construction/application of paints and other architectural coatings to reduce ozone precursors. If paints and coatings with VOC content of 0 grams/liter to less than 10 grams/liter cannot be utilized, the developer shall avoid application of architectural coatings during the peak smog season: July, August, and September. The developer shall procure architectural coatings from a supplier in compliance with the requirements of SCAQMD's Rule 1.113 (Architectural Coatings).	Submittal of documentation for Super-Compliant VOC-content materials used for architectural coating	X	X		City of Long Beach Development Services Department			
MM-AQ-4	<b>Vehicle Miles Traveled Reduction Strategies.</b> The Proposed Project shall implement a Transportation Demand Management (TDM) Program to facilitate increased opportunities for transit, bicycling, and pedestrian travel, as well as provide the resources, means, and incentives for ride-sharing and carpooling to reduce vehicle miles traveled and associated criteria air pollutant emissions. The following components are to be included in the TDM Program: <i>Bicycle and Pedestrian Travel</i> <p>a) Develop a comprehensive pedestrian network designed to provide safe bicycle and pedestrian access between the various internal Proposed Project land uses, which will include design elements to enhance walkability and connectivity and shall minimize barriers to pedestrian access and interconnectivity. Physical barriers, such as walls or landscaping, that impede pedestrian circulation shall be eliminated.</p> <p>b) The Proposed Project design shall include a network that connects the Proposed Project uses to the existing off-site facilities (e.g., existing off-site bike paths).</p>	Submittal/review of TDM	X		X	City of Long Beach Development Services Department			

Table 4-1. Mitigation Monitoring and Reporting Program Checklist/Environmental Commitments Record

Mitigation Measure No.	Mitigation Measure	Method of Verification/ Monitoring Action	Timing of Verification			Responsible Party	Completed		Comments
			<i>Pre-Const.</i>	<i>During Const.</i>	<i>Post-Const.</i>		<i>Initials</i>	<i>Date</i>	
	<p>c) Proposed Project design shall include pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways shall be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features. Traffic calming features may include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others.</p> <p>d) Provide bicycle parking facilities along main travel corridors: one bike rack space per 20 vehicle/employee parking spaces or to meet demand, whichever results in the greater number of bicycle racks.</p> <p>e) Provide shower and locker facilities to encourage employees to bike and/or walk to work: one shower and three lockers per every 25 employees.</p> <p><i>Ride-Sharing and Commute Reduction</i></p> <p>f) Promote ridesharing programs through a multi-faceted approach, such as designating a certain percentage of parking spaces for ridesharing vehicles; designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles; or providing a website or message board for coordinating rides.</p> <p>g) Implement marketing strategies to reduce commute trips. Information sharing and marketing are important components to successful commute trip-reduction strategies. Implementing commute trip-reduction strategies without a complementary marketing strategy would result in lower VMT reductions. Marketing strategies may include: new employee orientation of trip reduction and alternative mode options; event promotions; or publications.</p> <p>h) One percent (1%) of vehicle/employee parking spaces shall be reserved for preferential spaces for car pools and van pools.</p> <p>i) Coordinate with the Southern California Association of Governments (SCAG) for carpool, vanpool, and rideshare programs that are specific to the Proposed Project.</p> <p>j) Implement a demand-responsive shuttle service that provides access throughout the Plan Area, to the park-and-ride lots, and to the nearby transit centers.</p> <p><i>Transit</i></p> <p>k) Bus pull-ins shall be constructed where appropriate within the Plan Area.</p> <p>l) Coordinate with SCAG on the future siting of transit stops/stations within or near the GCSP.</p>								
MM-AQ-5	<p><b>Encourage Electric Vehicles.</b> Subsequent future projects under the Proposed Project shall incorporate the following into final plans:</p> <p>a) Designate 10% of parking spaces to be for electric and alternative fuel vehicles.</p> <p>b) Install Level 2 EV charging stations in 6% of all parking spaces.</p>	Review of future project plans for listed measures	X			City of Long Beach Development Services Department			

Table 4-1. Mitigation Monitoring and Reporting Program Checklist/Environmental Commitments Record

Mitigation Measure No.	Mitigation Measure	Method of Verification/ Monitoring Action	Timing of Verification			Responsible Party	Completed		Comments
			<i>Pre-Const.</i>	<i>During Const.</i>	<i>Post-Const.</i>		<i>Initials</i>	<i>Date</i>	
MM-AQ-6	<b>Idling Restriction.</b> For Proposed Project land uses that include truck idling, the Proposed Project shall minimize idling time of all vehicles and equipment to the extent feasible; idling for periods of greater than five (5) minutes shall be prohibited. Signage shall be posted at truck parking spots, entrances, and truck bays advising that idling time shall not exceed five (5) minutes per idling location. To the extent feasible, the tenant shall restrict idling emission from trucks by using auxiliary power units and electrification.	Measure included in agreements for future land uses			X	City of Long Beach Development Services Department			
MM-AQ-7	<b>Energy Conservation.</b> The following energy conservation measures into Proposed Project building plans: a) Install a solar photovoltaic rooftop system to reduce the electric demand from the local grid. b) Install Energy Star rated heating, cooling, lighting, and appliances. c) Outdoor lighting shall be light emitting diodes (LED) or other high-efficiency lightbulbs. d) Provide information on energy efficiency, energy efficient lighting and lighting control systems, energy management, and existing energy incentive programs to future tenants of the Proposed Project. e) Non-residential structures shall meet the U.S. Green Building Council standards for cool roofs. This is defined as achieving a 3-year solar reflective index (SRI) of 64 for a low-sloped roof and 32 for a high-sloped roof. f) Outdoor pavement, such as walkways and patios, shall include paving materials with 3-year SRI of 0.28 or initial SRI of 0.33. g) Construction of modest cool roof, defined as Cool Roof Rating Council (CRRC) Rated 0.15 aged solar reflectance and 0.75 thermal emittance. h) Use of Heating, Ventilation and Air Conditioning (HVAC) equipment with a Seasonal Energy Efficiency Ratio (SEER) of 12 or higher. i) Installation of water heaters with an energy factor of 0.92 or higher. j) Maximize the use of natural lighting and include daylighting (e.g., skylights, windows) in rooms with exterior walls that would normally be occupied. k) Include high-efficacy artificial lighting in at least 50% of unit fixtures. l) Install low-NOx water heaters and space heaters, solar water heaters, or tank-less water heaters. m) Use passive solar cooling/heating. n) Strategically plant trees to provide shade. o) Structures shall be equipped with outdoor electric outlets in the front and rear of the structure to facilitate use of electrical lawn and garden equipment.	Measure included in future building plans	X			City of Long Beach Development Services Department			
MM-AQ-8	<b>Low-VOC/Green Cleaning Product Educational Program.</b> Proposed Project tenants shall develop and implement a Low-VOC/Green Cleaning Product and Paint education program.	Measure included in agreements for future land uses			X	City of Long Beach Development Services Department			
MM-AQ-9	<b>Electric Forklifts.</b> Proposed Project warehouse and manufacturing tenants shall require that all forklifts are electric-powered; if electric is not available or feasible, propane is acceptable.	Measure included in agreements for future land uses			X	City of Long Beach Development Services Department			
MM-AQ-10	<b>Transport Refrigeration Unit Plug-Ins.</b> Electric plug-ins shall be installed at the loading docks at cold storage facilities to allow for transport refrigeration unit standby electric plug-in.	Measure included in agreements for future land uses			X	City of Long Beach Development Services Department			

Table 4-1. Mitigation Monitoring and Reporting Program Checklist/Environmental Commitments Record

Mitigation Measure No.	Mitigation Measure	Method of Verification/ Monitoring Action	Timing of Verification			Responsible Party	Completed		Comments
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MM-AQ-11	<b>Health Risk Siting.</b> The City shall minimize exposure of sensitive receptors to toxic air contaminants (TACs), to the extent possible, by considering distance, orientation, and wind direction to minimize exposure and associated health risk when siting TAC-emitting sources near sensitive land uses.	Review of future project plans	X			City of Long Beach Development Services Department			
MM-AQ-12	<b>Toxic Air Contaminant Reduction.</b> At the time of discretionary approval of new sources of TAC emissions in close proximity to existing sensitive land uses, the City shall require development projects to implement applicable best management practices, as necessary and feasible, that will reduce exposure to TACs. Specific reduction measures will be evaluated and determined depending on proposed land use TAC sources and feasibility.	Review of future project plans	X			City of Long Beach Development Services Department			
MM-AQ-13	<b>Health Risk Assessment Requirements.</b> Consistent with the California Air Resources Board’s recommendations on siting new sensitive land uses, a formal health risk assessment shall be performed under the following conditions: a) <i>Distribution Centers.</i> For any distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week located within 1,000 feet of a sensitive receptor. In addition, configuration of entry and exit points of the distribution center shall be considered to minimize exposure to sensitive receptors. b) <i>Gasoline Dispensing Facilities.</i> For any large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater) within 300 feet of a sensitive receptor. For any typical gas dispensing facility (with a throughput of less than 3.6 million gallons per year) within 50 feet of a sensitive receptor. c) <i>Dry Cleaners Using Perchloroethylene.</i> For any dry cleaning operation within 300 feet of a sensitive receptor. For operations with three or more machines, consult with the South Coast Air Quality Management District for when a health risk assessment shall be prepared as the distance to the closest sensitive receptor may be less than 300 feet. d) <i>Other Sources of Toxic Air Contaminants.</i> For other sources of TACs, the City shall evaluate the need to prepare a health risk assessment based on the types of TACs and the distance to sensitive receptors.	Submittal/review of health risk assessments for projects meeting the listed conditions	X			City of Long Beach Development Services Department			
MM-AQ-14	<b>Odor Siting.</b> Land uses that have the potential to generate objectionable odors shall be located as far away as possible and/or downwind from sensitive receptors.	Review of future project plans	X			City of Long Beach Development Services Department			

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MM-AQ-15	<b>Odor Abatement Plan.</b> To address odors from the Proposed Project, any odor-generating land use shall implement an Odor Abatement Plan (OAP). The OAP shall include the following: <ul style="list-style-type: none"><li>a. Name and telephone number of contact person(s) at the facility responsible for logging in and responding to odor complaints</li><li>b. Policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the staff on how to respond</li><li>c. Description of potential odor sources at the facility</li><li>d. Description of potential methods for reducing odors, including minimizing idling of delivery and service trucks and buses, process changes, facility modifications, and/or feasible add-on air pollution control equipment</li><li>e. Contingency measures to curtail emissions in the event of a public nuisance complaint.</li></ul>	Submittal/review of OAP			X	City of Long Beach Development Services Department			
<b>Cultural Resources</b>									
MM-CUL-1	<b>Project Level Analysis of Historic Era Built Environment Resources.</b> Implementation of the Proposed Project (re-zoning and design plans within the Globemaster Corridor Specific Plan area) will likely result in the development of plans for future project-level activities that involve construction and ground disturbing activities within the Globemaster Corridor Specific Plan area. As such, future projects involving these types of activities could constitute a substantial adverse change in the significance of a historical resource by means of physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings, such that the significance of a historical resource would be materially impaired (State CEQA Guidelines Section 15064.5). To mitigate the potential impacts of future projects developed under the Globemaster Corridor Specific Plan, prospective project developers and/or stakeholders shall be required to ensure that potential impacts to historical resources be assessed as part of planning and environmental clearance for their individual project(s). Prior to the initiation of any construction and/or ground disturbing activities, the Proposed Project will require review by a qualified architectural historian to assess the potential impacts to known and potential CEQA historical resources. If project implementation could result in impacts, than a Historic Resource Evaluation Report will need to be prepared by a qualified architectural historian for the specific project to verify if any CEQA historical resources could be impacted by the Proposed Project. This subsequent identification and impact analysis, including consideration of previously identified historical resources and evaluation of buildings and structures over 45 years old for historical significance in accordance with the guidance of the State of California Office of Historic Preservation (OHP), shall be conducted. In addition, a historical evaluation of the project level impacts (direct or indirect) at the following sites shall be analyzed in accordance with OHP guidance prior to the approval of future project entitlements: <ul style="list-style-type: none"><li>1. Fire Station No. 14, 1838 E. Wardlow Road (APN: 7148-020-024), constructed in 1941</li><li>2. 3341 Cherry Avenue (APN: 7148-020-021), constructed in 1933</li></ul>	Submittal/review of historical evaluations for sites listed  Submittal/review of historical assessment for future development by a qualified architectural historian	X			City of Long Beach Development Services Department			

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	<p>3. 3275 Cherry Avenue (APN: 7148-020-009), constructed in 1929</p> <p>4. 3249 Cherry Avenue (APN: 7148-020-010), constructed in 1929</p> <p>5. 3170 Cherry Avenue (APN: 7149-006-047), constructed in 1940</p> <p>6. 3204 Cherry Avenue (APN: 7149-006-045), constructed in 1933</p> <p>7. 3252 Cherry Avenue (APN: 7149-006-042), constructed in 1937</p> <p>8. 3254 Cherry Avenue (APN: 7149-006-062), constructed in 1937</p> <p>9. 3366 Cherry Avenue (APN: 7149-006-035), constructed in 1937</p> <p>10. 3431 Cherry Avenue (APN: 7147-026-017), constructed in 1947</p> <p>11. Iglesia Católica Santísimo Sacramento, 1900 E. Carson Street (APN: 7137-013-001), constructed in 1942</p> <p>12. California Heights Baptist Church, 4110 Gardenia Avenue (APN: 7137-012-009), constructed in 1947</p> <p>A qualified architectural historian, meeting the Secretary of the Interior’s Professional Qualification Standards, shall conduct all work related to the preparation of historic resource evaluation reports, impact analyses, mitigation recommendations (if deemed necessary), and/or subsequent technical reports, should the proposed construction and implementation of future individual projects under the Globemaster Corridor Specific Plan result in potential impacts to CEQA historical resources. If HRE report results indicate that the project will not result in impacts to CEQA historical resources than no further documentation will be required and the impact for the Proposed Project will likely be no impact or less than significant. If the HRE identifies the presence of CEQA historical resources and impacts cannot be avoided through project redesign or relocation than implementation of mitigation measure <b>MM-CUL-2</b> will need to be implemented. It is important to note that demolition of a CEQA historical resource cannot be mitigated to less-than-significant. Still, mitigation measure <b>MM-CUL-2</b> would apply.</p>								
MM-CUL-2	<p><b>Project Level Mitigation Alternatives.</b> In consultation with the Planning Bureau of the Long Beach Development Services Department, prior to the approval of a project level that will result in a significant and unavoidable impact to a historic resource under CEQA, mitigation will be required. Mitigation should be developed by an historic qualified historic preservation specialist or architectural historian based on individual resource historic significance to help ensure that the mitigation addresses what is significant about the resource. A range of mitigation options are available including but not limited to development of interpretive materials, salvage of historic materials, or documentation of the buildings and structures proposed for demolition that follows the general guidelines of Historic American Building Survey (HABS)-level III documentation. All mitigation needs to be initiated prior to project construction and completed prior to project completion, HABS documentation, which is a common form of mitigation for CEQA historical resources, shall include high resolution digital photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified professional who meets the standards for history, architectural history, or architecture as set forth by the Secretary of the Interior’s Professional Qualification Standards (36 CFR, Part 61). The original archival-quality documentation shall be offered as donated material to the to South Central Coastal Information Center (SCCIC), Billie Jean King Main Library, and Historical Society of Long Beach to make it available for current and future generations. Archival copies of the</p>	<p>If applicable, submittal of mitigation developed by historic qualified historic preservation specialist or architectural historian based on individual resource historic significance</p>	X			City of Long Beach Development Services Department			



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	documentation also would be submitted to the City of Long Beach Department of Development Services, where it would be available to local researchers. The documentation reports shall be completed and approved by the City of Long Beach prior to the issuance of demolition permits.								
MM-CUL-3	<b>Inadvertent Discovery of Archaeological Resources.</b> In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the Proposed Project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior’s Professional Qualification Standards, and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), work may continue on other parts of the project while evaluation and, if necessary, additional protective mitigation takes place. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.	Submittal and review of brief letter report of excavations and findings		X		City of Long Beach Development Services Department			
MM-CUL-4	<b>Inadvertent Discovery of Human Remains.</b> In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the Plan Area or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and Public Resources Code 5097.98 shall be followed. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.	Submittal and review of brief letter report of excavations and findings		X		City of Long Beach Development Services Department			
<b>Greenhouse Gas Emissions</b>									
MM-GHG-1	<b>Water Conservation.</b> The following water conservation measures into Proposed Project building plans: a) Install low-water use appliances and fixtures b) Restrict the use of water for cleaning outdoor surfaces and prohibit systems that apply water to non-vegetated surfaces c) Implement water-sensitive urban design practices in new construction d) Install rainwater collection systems where feasible.	Submittal/review of building plans with listed measures	X			City of Long Beach Development Services Department			
MM-GHG-2	<b>Solid Waste Reduction.</b> The following solid waste reduction measures into Proposed Project building plans: a) Provide storage areas for recyclables and green waste in new construction, and food waste storage, if a pick-up service is available. b) Evaluate the potential for on-site composting.	Submittal/review of building plans with listed measures	X			City of Long Beach Development Services Department			

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<i>Hazards and Hazardous Materials</i>									
MM-HAZ-1	<p>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 Globemaster Corridor Specific Plan, the project applicant/developer shall conduct the following inspections and assessments for all buildings and structures on site and shall provide the City of Long Beach Development Services Department with a copy of the report of each investigation or assessment.</p> <ol style="list-style-type: none"><li>1. 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).</li><li>2. 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).</li><li>3. 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.</li></ol>	Submittal/review of inspection documents for buildings proposed for demolition	X			City of Long Beach Development Services Department			
MM-HAZ-2	<p>Prior to the issuance of project entitlements or grading permits (whichever occurs first) for individual development projects that would be accommodated by the Globemaster Corridor Specific Plan, the project applicant/developer shall submit a Phase I Environmental Site Assessment (ESA) to the City of Long Beach Development Services 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 1527.13, 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</p>	Submittal/review of Phase I ESA	X			City of Long Beach Development Services Department			

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	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.								
<b>Hydrology and Water Quality</b>									
<b>MM-HYD-1a</b>	<p>A Storm Water Pollution Prevention Plan (SWPPP) shall be completed for Proposed Project grading in excess of one acre, in accordance with the Statewide Construction General Permit (State Water Resources Control Board Order 2009-0009-DWQ, as amended). In accordance with the SWPPP, the construction contractor shall implement water quality Best Management Practices (BMPs) to ensure that water quality standards are met, and that stormwater runoff from construction work areas do not cause degradation of water quality in receiving water bodies, including the Cerritos Channel, Los Angeles River, and downstream Los Angeles/Long Beach Harbor.</p> <p>The SWPPP shall include erosion control measures and proper handling of petroleum products, such as proper petroleum product storage and spill response practices, appropriate handling and disposal of small quantities of hazardous materials/wastes, litter control and pick up, and vehicle and equipment repair and maintenance in designated areas.</p> <p>Typical BMPs that shall be incorporated into the SWPPP (as applicable) include the following:</p> <ol style="list-style-type: none"><li>1. Diverting off-site runoff away from the construction site</li><li>2. Vegetating landscaped/vegetated swale areas as soon as feasible following grading activities</li><li>3. Placing perimeter straw wattles to prevent off-site transport of sediment</li><li>4. Construction of sedimentation basins</li><li>5. Limitations on work periods during storm events</li><li>6. Protection of stockpiled materials</li><li>7. Using drop inlet protection (filters and sand bags or straw wattles), with sandbag check dams within paved areas</li><li>8. Regular watering of exposed soils to control dust during demolition and construction</li><li>9. Implementing specifications for demolition/construction waste handling and disposal</li><li>10. Maintaining erosion and sedimentation control measures throughout the construction period</li><li>11. Stabilizing construction entrances to avoid trucks from imprinting soil and debris onto City roadways</li><li>12. Training, including for subcontractors, on general site housekeeping</li><li>13. Using contained equipment wash-out and vehicle maintenance areas</li><li>14. Providing educational materials on oil disposal and recycling programs</li><li>15. Implementing spill control at fueling facilities</li></ol>	Submittal/review of SWPPP	X			City of Long Beach Development Services Department			
<b>MM-HYD-1b</b>	The SWPPP shall be reviewed and approved by the City of Long Beach for compliance with the Los Angeles County Public Works Construction Site Best Management Practices Manual (LACDPW 2010).	Approval of the SWPPP	X			City of Long Beach Development Services Department			

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MM-HYD-1c	All Proposed Project construction activities are required to comply with the City of Long Beach, Stormwater Management Plan, which requires controls to reduce the discharge of pollutants to the maximum extent practicable, including management practices, control techniques, and engineering/system methods for the control of such pollutants.	Review of construction plans for compliance with City of Long Beach Stormwater Management Plan	X			City of Long Beach Development Services Department			
MM-HYD-2a	A Standard Urban Stormwater Mitigation Plan (SUSMP) shall be developed during the design of the Proposed Project. The SUSMP shall demonstrate how specific projects would minimize impervious surfaces, retain or treat stormwater runoff from the site, and implement designs consistent with the City of Long Beach Low Impact Development (LID) Best Management Practices (BMP) Design Manual (City of Long Beach 2013). The design shall include Source Control and Treatment BMPs and an Operations & Maintenance Plan for the proposed BMPs. The SUSMP shall address long-term effects on water quality within the Los Cerritos Channel/Alamitos Bay Watershed and the Los Angeles River Watershed and ensure BMPs and LID designs minimize potential water quality concerns to the maximum extent practicable.	Submittal/review of SUSMP	X			City of Long Beach Development Services Department			
MM-HYD-2b	The SUSMP shall comply with the City of Long Beach, Stormwater Management Plan, which requires controls to reduce the discharge of pollutants to the maximum extent practicable, including management practices, control techniques, and engineering/system methods for the control of such pollutants.	Review of SUSMP for compliance with City of Long Beach Stormwater Management Plan	X			City of Long Beach Development Services Department			
MM-HYD-3a	A Hydrology/Drainage Report shall be developed during the design of individual projects proposed as part of the Globemaster Corridor Specific Plan. The Hydrology/Drainage Report shall demonstrate that stormwater runoff flow volume and flow rate, associated with specific projects, would be less than or equal to existing conditions to prevent on- and off-site flooding. Project design features that would contribute in reducing stormwater runoff could include: <div><div>1. On-site biofiltration (unlined bioswales and bioretention basins)</div><div>2. Lined (i.e., impervious) bioswales and detention basins</div><div>3. Vegetation-based stormwater quality control measures, including self-treating landscape areas and lined planters</div><div>4. Proprietary stormwater quality control measures, which are also known as manufactured treatment devices</div></div>	Submittal/review of Hydrology/Drainage Report	X			City of Long Beach Development Services Department			
MM-HYD-3b	The Hydrology/Drainage Report shall comply with the Los Angeles County Department of Public Works Hydrology and Hydraulic Design Manual (LACDPW 2006) for storm drain planning and design calculations.	Review of Hydrology/Drainage Report for compliance with Los Angeles County Department of Public Works Hydrology and Hydraulic Design Manual (LACDPW 2006)	X			City of Long Beach Development Services Department			
<b>Noise</b>									
MM-NOI-1	Construction activities associated with the Proposed Project shall take place only during the permitted times and days per the City of Long Beach, City of Lakewood, and City of Signal Hill noise ordinances, respectively, for the NSLU under consideration	Submittal and review of construction scheduling in final designs	X	X		City of Long Beach Development Services Department			

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MM-NOI-2	<p>The City of Long Beach shall enforce adherence to the following measures for all future construction projects implemented under the Proposed Project, as a pre-requisite to approving necessary permits to proceed:</p> <p>a. The project contractor shall, to the extent feasible, submit a construction noise management plan (CNMP) prepared or reviewed by a qualified acoustician (retained at the expense of the project applicant or construction contractor) that features the following:</p> <p>i. A detailed construction schedule, at daily (or weekly, if activities during each day of the week are typical) resolution and correlating to areas or zones of on-site project construction activity(ies) and the anticipated equipment types and quantities involved. Information will include expected hours of actual operation per day for each type of equipment per phase; and, indication of anticipated concurrent construction activities onsite.</p> <p>ii. Suggested locations of a set of noise level monitors, attended by a qualified acoustician or another party under its supervision or direction, at which sample outdoor ambient noise levels will be measured and collected over a sufficient sample period and subsequently analyzed (i.e., compared with applicable time-dependent dBA thresholds) to ascertain compliance with the hourly FTA guidance-based limit of 90 dBA Leq. Sampling shall be performed, at a minimum, on the first (or otherwise considered typical construction operations) day of each distinct construction phase.</p> <p>iii. If sample collected noise level data indicates that the hourly noise threshold has or will be exceeded, construction work shall be suspended (for the activity or phase of concern) and the project applicant/owner or construction contractor shall implement one or more of the following measures as detailed or specified in the CNMP:</p> <p>1) Administrative controls (e.g., reduce operating time of equipment and/or prohibit usage of equipment type[s] within certain distances).</p> <p>2) Engineering controls (upgrade noise controls, such as install better engine exhaust mufflers).</p> <p>3) Install noise abatement on the site boundary fencing (or within, as practical and appropriate) in the form of sound blankets or comparable temporary barriers to occlude construction noise emission between the site (or specific equipment operation as the situation may define) and the noise-sensitive receptor(s) of concern.</p> <p>The implemented measure(s) will be reviewed or otherwise inspected and approved by the qualified acoustician (or another party under its supervision or direction) prior to resumption of the construction activity or process that caused the measured noise concern or need for noise mitigation. Noise levels shall be re-measured, after installation of said measures, to ascertain post-mitigation compliance with the noise threshold. As needed, this process shall be repeated and refined until noise level compliance is demonstrated and documented. A report of this implemented mitigation</p>	Submittal and review of construction scheduling and construction equipment inspection	X	X		City of Long Beach Development Services Department			

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	<p>and its documented success will be provided to the City Planner (or other authorized party, as directed by the City of Long Beach).</p> <p>b. All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. Enforcement shall be accomplished by random field inspections by applicant personnel during construction activities, to the satisfaction of the respective municipality building official or noise control officer.</p> <p>c. Construction noise reduction methods such as shutting off idling equipment, construction of a temporary noise barrier, maximizing the distance between construction equipment staging areas and adjacent NSLU, and use of electric air compressors and similar power tools, in lieu of fossil-fueled equipment, shall be used where feasible.</p> <p>d. During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded (i.e., introduce light-of-sight occluding barriers, such as storage trailers) from NSLU.</p> <p>e. If equipment is being used that can cause hearing damage at adjacent noise receptor locations (distance attenuation shall be taken into account), portable noise barriers shall be installed that are demonstrated to be adequate to reduce noise levels at receptor locations below hearing damage thresholds (i.e., generally over 90 dBA, assuming this exposure for an 8-hour construction day). This may include erection of temporary berms or plywood barriers to create a break in the line-of-sight, or erection of a heavy fabric tent around the noise source.</p> <p>f. Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners to contact the job superintendent if necessary. In the event the municipality having jurisdiction receives a complaint, appropriate corrective actions shall be implemented and a report of the action provided to the reporting party. Appropriate corrective actions could include stricter enforcement of construction schedule, re-location of stationary equipment further from adjacent noise-sensitive receptors, reduction in the number of equipment working simultaneously in proximity to the sensitive receptor, erection of temporary noise barriers, or a combination of the above.</p>								
MM-NOI-3	Because heating, ventilation, and air conditioning (HVAC) equipment and other mechanical equipment can generate noise that could affect surrounding NSLU and because the details, specifications, and locations of this equipment is not yet known, the City of Long Beach shall require that future applicants for commercial and industrial developments within the Plan Area retain an acoustical specialist to review development project construction-level plans. The acoustical specialist shall have the responsibility to ensure that the equipment specifications and plans for HVAC and other outdoor mechanical equipment incorporate measures, such as the specification of quieter equipment or provision of acoustical enclosures, that will avoid exceeding relevant noise standards at nearby noise-sensitive land uses (e.g., residential). Prior to the commencement of construction for future commercial and industrial developments, the acoustical specialist shall certify in writing to the City of Long Beach that the equipment specifications and plans incorporate measures that will achieve the relevant noise limits.	Final documentation showing that equipment specifications and plans incorporate measures that will achieve the relevant noise limits	X			City of Long Beach Development Services Department			

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MM-NOI-4	Because the details, specifications, and locations of commercial development potentially involving outdoor use areas within the Proposed Project Community Commercial (CC) district is not yet known, the City of Long Beach shall require that future applicants for commercial and industrial developments within these areas of the Proposed Project to retain an acoustical specialist to review development project construction-level plans. The acoustical specialist shall have the responsibility to ensure that the design, location, and orientation (e.g., facing with respect to Long Beach Airport operations) of outdoor use areas will not expose facility occupant and visitors to Long Beach Airport operations noise levels greater than 65 dBA CNEL. Prior to the approval of discretionary entitlements for future commercial and industrial developments, the acoustical specialist shall certify in writing to the City of Long Beach that the specifications and plans incorporate measures that will achieve this exterior noise limit for these outdoor use areas.	Final documentation showing that specifications and plans incorporate measures that will achieve this exterior noise limit for these outdoor use areas	X			City of Long Beach Development Services Department			
MM-NOI-5	Because the details, specifications, and locations of commercial development potentially involving nonresidential indoor occupied spaces within the Proposed Project Community Commercial (CC) district is not yet known, the City of Long Beach shall require that future applicants for commercial and industrial developments within these areas of the Proposed Project retain an acoustical specialist to review development project construction-level plans. The acoustical specialist shall have the responsibility to ensure that the design and materials of sound insulating assemblies (i.e., the composite of walls, doors, fenestration, etc.) will be sufficient to yield interior background sound levels attributed to exterior-to-interior noise intrusion to no more than 50 dBA hourly Leq. Prior to the approval of discretionary entitlements for future commercial and industrial developments, the acoustical specialist shall certify in writing to the City of Long Beach that the specifications and plans incorporate measures that will achieve this interior background noise limit for these occupied indoor use areas.	Final documentation showing that specifications and plans incorporate measures that will achieve this interior background noise limit for these occupied indoor use areas			X	City of Long Beach Development Services Department			
<b>Transportation and Traffic</b>									
MM-TRAF-1	Prior to receiving a Certificate of Occupancy, the Project Applicant shall be responsible for the construction of the following improvements at Cherry Avenue/Carson Street: Widen and/or restripe the existing exclusive northbound right-turn lane to a shared through-right turn lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach.	Submittal of plans for transportation improvements	X			City of Long Beach Development Services Department			
MM-TRAF-2	Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue/Cover Street: Widen or restripe the existing exclusive northbound right-turn lane to a shared through-right turn lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach.	Submittal of plans for transportation improvements	X			City of Long Beach Development Services Department			
MM-TRAF-3	Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue/36th Street: Restripe the westbound approach to provide a third left-turn lane. Construct an exclusive northbound right-turn lane. These improvements are subject to the approval of the City of Long Beach and the City of Lakewood.	Submittal of plans for transportation improvements	X			City of Long Beach Development Services Department/City of Lakewood			

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Mitigation Measure No.	Mitigation Measure	Method of Verification/ Monitoring Action	Timing of Verification			Responsible Party	Completed		Comments
			<i>Pre-Const.</i>	<i>During Const.</i>	<i>Post-Const.</i>		<i>Initials</i>	<i>Date</i>	
MM-TRAF-4	Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue/ Wardlow Road: Construct two additional northbound through lanes and an exclusive northbound right-turn lane. Construct two additional southbound through lanes. Restripe the existing eastbound shared through-left turn lane to an exclusive left-turn lane and construct an additional eastbound through lane. Restripe the existing westbound shared through-left turn lane to an exclusive left-turn lane. Construct an additional westbound left-turn lane and two westbound through lanes. Restripe the westbound shared through-right turn lane to an exclusive westbound right-turn lane. These improvements are subject to the approval of the City of Long Beach.	Submittal of plans for transportation improvements	X			City of Long Beach Development Services Department			
MM-TRAF-5	Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Orange Avenue/ 32nd Street: Restripe the northbound approach to provide an exclusive right-turn lane. These improvements are subject to the approval of the City of Signal Hill.	Submittal of plans for transportation improvements	X			City of Signal Hill			
MM-TRAF-6	In addition to mitigation measure <b>MM-TRAF-1</b> , prior to receiving a Certificate of Occupancy, the Project Applicant shall be responsible for the construction of the following improvements at Cherry Avenue/Carson Street: Widen the eastbound approach to construct a 4 <sup>th</sup> through lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach.	Submittal of plans for transportation improvements	X			City of Long Beach Development Services Department			
MM-TRAF-7	In addition to mitigation measure <b>MM-TRAF-2</b> , prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue/Cover Street: Widen the northbound approach to provide an exclusive right-turn lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach and the City of Lakewood.	Submittal of plans for transportation improvements	X			City of Long Beach Development Services Department/City of Lakewood			
MM-TRAF-8	In addition to mitigation measure <b>MM-TRAF-3</b> , prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue/36th Street: Modify the traffic signal to provide for an 8-phase traffic signal. These improvements are subject to the approval of the City of Long Beach and the City of Lakewood.	Submittal of plans for transportation improvements	X			City of Long Beach Development Services Department/City of Lakewood			
MM-TRAF-9	Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Atlantic Avenue/ Spring Street: Construct an additional eastbound through lane and an additional westbound through lane. Restripe the existing exclusive eastbound right-turn lane to a shared through-right turn lane. Restripe the existing exclusive westbound right-turn lane to a shared through-right turn lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach and the City of Signal Hill.	Submittal of plans for transportation improvements	X			City of Long Beach Development Services Department/City of Signal Hill			
MM-TRAF-10	Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Orange Avenue/ Spring Street: Widen and/or restripe the intersection to include dual northbound left-turn lanes. Remove the exclusive northbound right-turn lane. Convert the southbound right-turn lane into a shared through/right-turn lane. Widen along the Proposed Project frontage to accommodate two south bound through lanes. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach and the City of Signal Hill.	Submittal of plans for transportation improvements	X			City of Long Beach Development Services Department/City of Signal Hill			



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MM-TRAF-11	Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Temple Avenue/ Spring Street: Widen the eastbound approach to provide an exclusive right-turn lane. Widen the westbound approach to provide an additional left-turn lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach.	Submittal of plans for transportation improvements	X			City of Long Beach Development Services Department			
MM-TRAF-12	Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Redondo Avenue/ Spring Street: Widen the eastbound approach to provide an additional through lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach.	Submittal of plans for transportation improvements	X			City of Long Beach Development Services Department			
MM-TRAF-13	Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue at Willow Street: Construct an additional northbound through lane. Construct an additional southbound through lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach and the City of Signal Hill.	Submittal of plans for transportation improvements	X			City of Long Beach Development Services Department/City of Signal Hill			
MM-TRAF-14	Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at I-405 Southbound Off-Ramp/Spring Street: Restripe the westbound approach to provide an additional through lane. These improvements are subject to the approval of the City of Long Beach and/or Caltrans.	Submittal of plans for transportation improvements	X			City of Long Beach Development Services Department/ Caltrans			
<i>Tribal Cultural Resources</i>									
MM-TCR-1	Prior to the issuance of any Grading Permit a project, the City of Long Beach Development Services Department shall ensure that the construction contractor provide access for Native American monitoring during ground-disturbing activities. This provision shall be included on project plans and specifications. The site shall be made accessible to any Native American tribe requesting to be present, provided adequate notice is given to the construction contractor and that a construction safety hazard does not occur.	Submittal of plans with provision to provide access for Native American monitoring during ground-disturbing activities	X			City of Long Beach Development Services Department			
MM-TCR-2	Should a potential TCR be encountered and no monitors are present, construction activities near the encounter shall be temporarily halted within 50 feet of the discovery and the City notified. The City will notify Native American tribes that have been identified by the Native American Heritage Commission to be traditionally and culturally affiliated with the geographic area of the Proposed Project. If the potential resource is archaeological in nature, appropriate management requirements shall be implemented as outlined in mitigation measure <b>MM-CUL-1</b> (see Section 3.3.6, Cultural Resources Mitigation Measures). If the City determines that the potential resource is a TCR (as defined by PRC, Section 21074), tribes consulting under AB 52 and SB 18 would be provided a reasonable period of time, typically 5 days from the date a new discovery is made, to conduct a site visit and make recommendations regarding future ground disturbance activities, as well as the treatment and disposition of any discovered TCRs. A qualified archaeologist shall implement a plan for the treatment and disposition of any discovered TCRs based on the nature of the resource and shall consider the recommendations of the tribe(s). Implementation of proposed recommendations will be made based on the determination of the City that the approach is reasonable and feasible. All activities shall be conducted in accordance with applicable regulatory requirements.	Submittal and review of brief letter report of excavations and findings		X		City of Long Beach Development Services Department			

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MM-TCR-3	<b>Native American Monitor/Consultant.</b> The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC’s Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Plan Area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the Plan Area grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.	Submittal of agreement between Project Applicant and Tribal monitor/consultant	X			City of Long Beach Development Services Department			
MM-TCR-4	<b>Unanticipated Discovery of Tribal Cultural and Archaeological Resources.</b> Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource”, time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.	Submittal and review of brief letter report of excavations and findings		X		City of Long Beach Development Services Department			
MM-TCR-5	<b>Unanticipated Discovery of Human Remains and Associated Funerary Objects.</b> Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5	Submittal and review of brief letter report of excavations and findings		X		City of Long Beach Development Services Department			

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	dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.								
MM-TCR-6	<b>Resource Assessment &amp; Continuation of Work Protocol.</b> Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).	Submittal and review of brief letter report of excavations and findings		X		City of Long Beach Development Services Department			
MM-TCR-7	<b>Kizh-Gabrieleno Procedures for burials and funerary remains.</b> If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.	Submittal and review of brief letter report of excavations and findings		X		City of Long Beach Development Services Department			
MM-TCR-8	<b>Treatment Measures.</b> Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final	Submittal and review of brief letter report of excavations and findings		X		City of Long Beach Development Services Department			

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	report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.								
MM-TCR-9	<b>Professional Standards.</b> Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.	Submittal of qualifications for Archaeological and Native American monitors	X			City of Long Beach Development Services Department			
<b>Utilities and Service Systems</b>									
MM UTIL-1	<p>Prior to the issuance of project entitlements or grading permits, whichever comes first, for individual development or redevelopment projects under the Globemaster Corridor Specific Plan (GCSP), a utilities report shall be prepared by the Project Applicant that will identify the ability for existing utility infrastructure to serve the project. As part of this report, the project applicant shall provide evidence to the City of Long Beach Development Services Department that that the development project has been reviewed by the applicable utility provider and that a “Will Serve” letter has been issued. The “Will Serve” letter process is necessary in order to determine whether or not sufficient capacity exists to serve each development project and if the existing utility facilities will be affected by the development project. The report shall include, but not be limited to, the following analyses:</p> <p>Water Infrastructure</p> <p>1. The report shall analyze the existing water main conditions and estimates the project-specific water demand for future development, considering the water infrastructure needs of the Long Beach Water Department service area. Any development or redevelopment project that would impact existing water facilities within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund the improvements those as prescribed by City of Long Beach Water Department.</p> <p>Stormwater/Storm Drain Infrastructure</p> <p>2. A Hydrology/Hydraulics report shall be prepared that estimates the site-specific discharge rates for a future development. The hydrology and hydraulic study shall analyze the on-site and immediate off-site storm drain systems to determine capacity and integrity of the existing systems. The Project Applicant 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. This report can be completed in conjunction with the Hydrology/Drainage Report required under mitigation measure <b>MM-HYD-3a</b>. Any development or redevelopment project that would impact segments of the existing storm drain facilities within the Plan Area, for which improvements are required, shall fund upsizing of those storm</p>	Submittal/review of utilities report, and evidence that the development project has been reviewed by the applicable utility provider and that a “Will Serve” letter has been issued	X			City of Long Beach Development Services Department			

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	<p>drain segments as prescribed by City of Long Beach Public Works Department and Los Angeles County Flood Control District.</p> <p>Wastewater/Sewer Infrastructure</p> <p>3. The report shall analyze the existing sewer main conditions and estimates the project-specific wastewater generation for future development. Any development or redevelopment project that would impact existing sewer facilities within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund those improvements as prescribed by Los Angeles County Sanitation District and Long Beach Water Department. Due to the combined/cumulative nature of sewage conveyance facilities, the utilities report shall include projections of future capacity requirements within the same catchment area. The report shall pay special attention to lift station capacity, and capacity of the force main and trunk sewer from the lift to the Los Angeles County Sanitation District trunk sewer connection. In addition, the report should consider potential future costs to future developers and how those costs can be fairly and legally shared among all developments within the GCSP area.</p> <p>Electrical Infrastructure</p> <p>4. The report shall analyze the existing electrical capacity and estimate the project-specific electrical demand for future development. Any development or redevelopment project that would impact existing electrical loads or require new electrical substations or facilities within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund the improvements those as prescribed by Southern California Edison.</p> <p>Natural Gas</p> <p>5. The report shall analyze the existing gas pipeline capacity and estimate the project-specific natural gas demand for future development. Any development or redevelopment project that would impact existing natural gas facilities or require new infrastructure within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund the improvements those as prescribed Long Beach Energy Resources Department.</p>								

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## 4.2 References

14 CCR 15000–15387 and Appendices A–L. Guidelines for Implementation of the California Environmental Quality Act, as amended.

California Public Resources Code, Section 21000–21189. California Environmental Quality Act (CEQA), as amended.

NRC (National Research Council). 2001. *Compensating for Wetland Losses Under the Clean Water Act*. Washington, D.C.: The National Academies Press.

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