



CITY OF LONG BEACH

H-1

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Blvd., 3rd Floor, Long Beach, CA 90802 (562) 570-5237

January 9, 2018

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Receive supporting documentation into the record, conclude the public hearing, and adopt a Resolution approving an Addendum to the Midtown Specific Plan Environmental Impact Report for the purposes of analyzing potential impacts related to the proposed General Plan Amendment GPA17-006;

Adopt a Resolution approving a General Plan Amendment to amend the Land Use District (LUD) Map by changing the designation of 13 properties addressed as 1725-1795 Long Beach Boulevard, 1738-1776 Locust Avenue, and 200-240 E. Pacific Coast Highway from LUD #3B (Moderate Density Residential) and LUD #8A (Traditional Retail Strip Commercial) to LUD #7 (Mixed Uses); and,

Adopt a Resolution determining that the proposed project is within the scope of the project previously analyzed as part of the Midtown Specific Plan Environmental Impact Report (State Clearinghouse No. 2015031034) and warrants no further environmental review pursuant to California Environmental Quality Act Guidelines Section 15162; and, approving a Lot Merger (LMG17-019) and Site Plan Review (SPR17-075) request to allow the construction of a new five-story 145,478-square-foot mixed-use building consisting of 3,938 square feet of commercial space and 102 residential units (101 affordable residential units) at 1795 Long Beach Boulevard, in the Midtown Specific Plan (SP-1). (District 1)

DISCUSSION

On December 7, 2017, the Planning Commission (Exhibit A – Planning Commission Report) held a public hearing and voted to recommend that the City Council approve an Addendum to the Midtown Specific Plan Environmental Impact Report (EIR), and to approve a General Plan Amendment (GPA17-006) to change the Land Use District (LUD) Map on 13 properties from LUD #3B (Moderate Density Residential) and LUD #8A (Traditional Retail Strip Commercial) to LUD #7 (Mixed Uses) on lots located in the Midtown Specific Plan (Exhibit B - Midtown Specific Plan Map). The Planning Commission also recommended approval of a Lot Merger and Site Plan Review request for a new five-story, mixed-use development, consisting of 102 residential units, and 3,938 square feet of commercial space located at 1795 Long Beach Boulevard (Exhibit C – Location Map) in the Midtown Specific Plan (SP-1).

The General Plan Amendment is necessary after the Midtown Specific Plan (SP-1) replaced the Long Beach Boulevard Planned Development District (PD-29) in 2016 and new zoning districts were created. The underlying Land Use Designations (LUD) were to be updated as part of the City's current Land Use Element/Urban Design Element (LUE/UDE) update (anticipated to occur within a year of the SP-1 adoption). A Mitigation Measure was included as part of the Midtown Specific Plan EIR to complete these General Plan Amendments within one year of the approval of the SP-1. However, the LUE/UDE update has thus far not been completed and has now hindered the review and processing of proposed development projects due to inconsistencies between SP-1 and the underlying General Plan land use designations. The purpose of this General Plan Amendment is to resolve the inconsistencies and to facilitate development applications for this specific portion of the SP-1. The General Plan Amendment is focused on the southwest corner of Long Beach Boulevard and E. Pacific Coast Highway in the SP-1 Transit Node High (SP-1 TN-High) (Exhibit D – General Plan Amendment Map).

SP-1 identifies several locations as strategic sites for the development of affordable housing and regulates intensity of development by maximum limits of floor area ratio (FAR), while the General Plan regulates intensity by limiting the number of dwelling units per acre. The SP-1 TN-High District allows a FAR of 4.0, 100 feet in height, and 10 stories. The 1989 General Plan Land Use Map designates the development site as LUD #7 (Mixed Uses), which allows moderate density residential developments with a maximum of 30 dwelling units per acre. The project is proposed with a FAR of 3.4, below the maximum threshold allowed (Exhibit E – Development Plans). Although the project is consistent with the FAR, it exceeds the threshold of 30 dwelling units per acre at the southwest corner of the lot, which creates an inconsistency with the General Plan. For the development project to be approved within the development allowance specified in SP-1, a General Plan Amendment is required to allow the same density as SP-1.

To ensure that properties adjacent to the project site (designated as TN-High) are also made consistent with the underlying General Plan LUD, 13 lots that are designated as LUD #8A (Traditional Retail Strip Commercial) and LUD #3B (Moderate Density Residential) are included in the proposed General Plan Amendment. The proposed General Plan Amendment will change the land use designations on the project site and 12 additional lots in the TN-High to LUD #7 (Mixed Uses). LUD #7 will allow for both residential and commercial uses with densities that are consistent with the development standards for SP-1 TN-High. Findings for the General Plan Amendment are attached (Exhibit F – Findings for General Plan Amendment GPA17-006).

The Lot Merger (Exhibit G – Findings Lot Merger) and Site Plan Review (Exhibit H – Findings for Site Plan Review) requests accompanying the General Plan Amendment are to merge two lots into one 0.98-acre lot, and to develop the site with a five-story, mixed-use building containing 3,938 square feet of ground floor commercial space, 102 dwelling units (101 affordable units) and 68 residential parking spaces. The project will consist of a mix of unit types, from one to three bedrooms, that range in size from 466 square feet

HONORABLE MAYOR AND CITY COUNCIL

January 9, 2018

Page 3 of 4

to 1,100 square feet and will contain three commercial tenants, with storefronts oriented toward both street frontages. The project will lead to the removal of a vacant building, which is a blighting influence on the neighborhood, and will activate the project site with a new contemporary five-story building. To further activate the property, a mini-plaza area that acts as an extension of the public sidewalk will be provided at the north-east corner of the building.

Public hearing notices were distributed on December 20, 2017, and the notice was circulated in the newspaper, in accordance with the provisions of the Zoning Ordinance. No responses were received as of the preparation of this report.

An addendum to the Program EIR (Exhibit I – Addendum to the Midtown Specific Plan EIR) was prepared to analyze potential new impacts resulting from the proposed General Plan Amendment. No new impacts were found; therefore, no further environmental review is warranted.

In accordance with the California Environmental Quality Act (CEQA), LMG17-019 and SPR17-075 were evaluated in accordance with the Midtown Specific Plan EIR and associated Mitigation Monitoring and Reporting Program (MMRP). The project's compliance with the MMRP renders the project previously analyzed within the scope of the Midtown Specific Plan EIR. Pursuant to State CEQA Guidelines Section 15162, no further review is required as the project is consistent with the prior EIR. Specific findings regarding compliance with CEQA are included as (Exhibit J – Environmental Compliance).

This matter was reviewed by Assistant City Attorney Michael J. Mais on December 21, 2017 and by Budget Analysis Officer Julissa Jose-Murray on December 20, 2017.

TIMING CONSIDERATIONS

City Council action is requested on January 9, 2018. Section 21.25.103 of the Zoning Regulations requires presentation of this request to the City Council within 60 days of the Planning Commission hearing, which took place on December 7, 2017. In addition, this development project is applying for funding through the State of California's Affordable Housing and Sustainable Communities Program; the deadline for submission for that program is January 16, 2018.

FISCAL IMPACT

The request is to change the land use designation on the existing Land Use Map. There are no direct fiscal or local ongoing job impacts associated with this recommendation.

HONORABLE MAYOR AND CITY COUNCIL
January 9, 2018
Page 4 of 4

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



AMY J. BODEK, AICP
DIRECTOR OF DEVELOPMENT SERVICES

AJB:LFT:CT:sv
P:\Planning\City Council Items (Pending)\Council Letters\2018\2018-01-09\City Council Letter AMCAL v11.docx

APPROVED:



PATRICK H. WEST
CITY MANAGER

Attachments: City Council Resolution for Addendum to Midtown Specific Plan EIR
City Council Resolution for General Plan Amendment (GPA17-006)
City Council Resolution for Environmental Checklist, LMG17-019 and SPR17-075
Exhibit A – Planning Commission Report – December 7, 2017
Exhibit B – Midtown Specific Plan Map
Exhibit C – Location Map
Exhibit D – General Plan Amendment Map
Exhibit E – Development Plans for 1795 Long Beach Boulevard
Exhibit F – Findings General Plan Amendment GPA17-006
Exhibit G – Findings for Lot Merger LMG17-019
Exhibit H – Findings for Site Plan Review SPR17-075
Exhibit I – Addendum to the Midtown Specific Plan EIR
Exhibit J – Environmental Compliance

OFFICE OF THE CITY ATTORNEY
CHARLES PARKIN, City Attorney
333 West Ocean Boulevard, 11th Floor
Lona Beach, A 90802-4664

1 RESOLUTION NO.

2
3 A RESOLUTION OF THE CITY COUNCIL OF THE
4 CITY OF LONG BEACH APPROVING AN ADDENDUM TO
5 THE ENVIRONMENTAL IMPACT REPORT PREPARED FOR
6 THE MIDTOWN SPECIFIC PLAN (STATE CLEARING-
7 HOUSE NO. SCH2015031034) WITH RESPECT TO
8 GENERAL PLAN AMENDMENT GPA 17-006
9

10 WHEREAS, on May 24, 2016, the City Council of the City of Long Beach
11 certified a Final Environmental Impact Report (FEIR) (State Clearinghouse No.
12 SCH2015031034) prepared to analyze the environmental impacts associated with the
13 Midtown Specific Plan;

14 WHEREAS, on December 7, 2017, the Planning Commission of the City of
15 Long Beach held a duly noticed public hearing and recommended that the City Council
16 approve an Addendum to the Midtown Specific Plan Environmental Impact Report and
17 likewise recommended that the City Council approve two associated General Plan
18 Amendments (GPA17-005 and GPA17-006) to change certain Land Use Element Land
19 Use District Map designations from Land Use Designation #3B (Moderate Density
20 Residential) and #8A (Traditional Retail Strip Commercial) to Land Use Designation # 7
21 (Mixed Uses) (the "Project") to facilitate development of certain projects located in the
22 Midtown Specific Plan area, and the Planning Commission made all necessary findings
23 to support said recommendations;

24 WHEREAS, in order to conduct environmental review of the Project in
25 accordance with the California Environmental Quality Act ("CEQA," codified at California
26 Public Resources Code §§ 21000, et seq., as further governed by the State CEQA
27 Guidelines, 14 California Code of Regulations §§ 15000, et seq.), an Addendum to the
28 Midtown Specific Plan Final Environmental Impact Report has been prepared for the

OFFICE OF THE CITY ATTORNEY
CHARLES PARKIN, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

1 Project, which "Addendum" is attached hereto and incorporated herein by this reference
2 as Exhibit "A" as though set forth in full, word for word;

3 WHEREAS, in accordance with 14 California Code of Regulations
4 §15164(b), and as is more fully set forth in the above referenced Addendum (Exhibit A),
5 the Addendum concludes that no supplemental or subsequent Environmental Impact
6 Report ("EIR") is required because: (a) no substantial changes are proposed by the
7 Project which will require major revisions of the Midtown Specific Plan Final
8 Environmental Impact Report ; (b) no substantial changes have occurred with respect to
9 the circumstances under which the Project is being undertaken which will require major
10 revisions in the Midtown Specific Plan Final Environmental Impact Report; and (c) no new
11 information which was not known and could not have been known at the time the
12 Midtown Specific Plan Final Environmental Impact Report was certified has become
13 available;

14 WHEREAS, at a duly-noticed meeting of the City Council of the City of Long
15 Beach on January 9, 2018, the City Council had the opportunity to receive and consider
16 public comment on the Addendum and the Project, as well as to review and
17 independently consider those documents themselves, along with a presentation from
18 staff on the same;

19 WHEREAS, the City Council makes and accepts as its own, the findings set
20 forth in Exhibit A, which is been attached hereto and incorporated herein by reference;

21 WHEREAS, the documents and other materials which constitute the record
22 of proceedings upon which the City Council bases its decision and the findings contained
23 within this Resolution are available and may be reviewed at the Long Beach City Hall,
24 located at 333 W. Ocean Boulevard, Long Beach, California 90802 in the Department of
25 Development Services located on the 5th Floor of said City Hall.

26 NOW, THEREFORE, the City Council of the City of Long Beach hereby
27 finds, determines and resolves as follows:

28 Section 1. Recitals.

1 The recitals set forth above are adopted as further findings of the City
2 Council.

3 Section 2. California Environmental Quality Act Findings.

4 The City Council has reviewed the Addendum to the Midtown Specific Plan
5 Environmental Impact Report and finds that an addendum is the proper environmental
6 review document under CEQA because: (a) no substantial changes are proposed by or in
7 the Project which will require major revisions to the Midtown Specific Plan Environmental
8 Impact Report; (b) no substantial changes have occurred with respect to the
9 circumstances under which the Project is being undertaken which will require major
10 revisions to the Midtown Specific Plan Environmental Impact Report; and (c) no new
11 information has become available which was not known and could not have been known
12 with the exercise of reasonable diligence at the time the Midtown Specific Plan
13 Environmental Impact Report was certified that shows any of the factors set forth in
14 14 C.C.R. § 15164(a)(3). The City Council further finds that the Addendum reflects the
15 Council's independent judgment and analysis, and that there is no substantial evidence
16 that the Project will have a significant effect on the environment. Based on its
17 independent review and consideration, the City Council hereby finds that the Addendum
18 complies with the requirements of CEQA and adopts the conclusions in the Addendum
19 on the basis of the evidence and reasoning set forth therein and on the record of the
20 proceeding initiated to undertake this review.

21 Section 3. City Council Approval of Addendum.

22 The City Council hereby approves Exhibit "A", the Addendum to the
23 Midtown Specific Plan Environmental Impact Report, prepared with respect to General
24 Plan Amendment GPA17-006 for the properties described in said General Plan
25 Amendment applications and likewise described in the Addendum, based on the above
26 findings. Moreover, the City Council finds that the Addendum has fully and accurately
27 reviewed the Project and all findings set forth in Section 2 above are still true and correct.

28 Section 4. City Council Approval of Project.

November 2017 | Addendum to the Midtown Specific Plan EIR
SCH No. 2015031034

General Plan Amendments for PCH/Long PCH/Long Beach Boulevard Transit Node

for City of Long Beach

Prepared for:

City of Long Beach
Contact: Gina Casillas, Planner
Development Services Department, Planning Bureau
333 W. Ocean Boulevard, 5th Floor
Long Beach, California 90802
562.570.6879
Gina.Casillas@longbeach.gov

Prepared by:

PlaceWorks
Contact: Nicole Morse, Esq.,
Principal, Environmental Services
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com

EXHIBIT "A"

Table of Contents

Section	Page
1. INTRODUCTION.....	1
1.1 BACKGROUND, PURPOSE, AND SCOPE.....	1
1.2 INCORPORATION BY REFERENCE.....	9
2. ENVIRONMENTAL FINDINGS.....	11
2.1 ENVIRONMENTAL PROCEDURES.....	11
2.2 ENVIRONMENTAL ANALYSIS.....	12
3. ENVIRONMENTAL DETERMINATION.....	21

Table of Contents

List of Figures

Figure		Page
Figure 1	Vicinity Map.....	5
Figure 2	Proposed General Plan Amendments	7

1. Introduction

1.1 BACKGROUND, PURPOSE, AND SCOPE

This document is an Addendum to the previously certified Environmental Impact Report (EIR) (State Clearinghouse No. 2015031034) for the adopted Midtown Specific Plan (Approved Project of Midtown Specific Plan) and addresses proposed land use designation changes to the Pacific Coast Highway/Long Beach Boulevard transit node area of the Midtown Specific Plan (Proposed Project). Refer to Section 1.1.3, *Proposed Project*, of this document for a detailed project description.

The 2016 Draft EIR and 2016 Final EIR of the Approved Project (collectively referred to as the 2016 Certified EIR), in conjunction with this EIR Addendum, serve as the environmental review for the Proposed Project, as required by the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Sections 15000–15387). Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Long Beach (City) is the Lead Agency charged with deciding whether or not to approve the Proposed Project. This EIR Addendum addresses the potential environmental impacts associated with the Proposed Project as compared to the Approved Project. The Proposed Project is limited to the Project Area as it involves a change in land use designations for only this portion of the overall area covered by the Midtown Specific Plan (Specific Plan Area, which totals 369 acres). A description of the Approved Project and Proposed Project are provided below.

1.1.1 Approved Project (Midtown Specific Plan)

The Approved Project analyzed in the 2016 Certified EIR consists of City adoption of the Midtown Specific Plan (Specific Plan Area), extraction of the two residential blocks around Officer Black Park from PD-29 (Area Outside the Specific Plan), and retention of the underlying conventional zoning designations already in place for the two extracted residential blocks. The Approved Project also includes the closure of a few roadway segments that intersect with Long Beach Boulevard. Each of the project areas and components is described below.

Specific Plan Area

The Approved Project provides a framework for the development and improvement of a 369-acre corridor along Long Beach Boulevard. The Midtown Specific Plan Area currently contains just under 1,900 residential units and a little over 2.6 million square feet of commercial and employment uses, as well as medical facilities with over 950 licensed hospital beds and three hotels with approximately 200 hotel rooms. The Approved Project increased the number of permitted residential units within the Midtown Specific Plan Area to just over 3,600 units—approximately 1,700 more than existing conditions but about 2,200 less than would be allowed under the current PD-29 zoning.

1. Introduction

The Midtown Specific Plan allows commercial and employment building square footage of 2.9 million square feet (a net increase of almost 369,000 square feet over existing conditions) by concentrating and intensifying development at key transit and employment nodes. The buildout projections for the Specific Plan assume a small increase in the number of licensed hospital beds (27 beds) and the addition of a business hotel with up to 81 hotel rooms.

Area Outside the Specific Plan

As stated above, the Approved Project includes an area outside of, but adjacent to the Specific Plan Area boundary; the area comprises approximately four acres around Officer Black Park. Existing land uses within this area consists of 76 dwelling units and 11,346 square feet associated with the existing church; this area also contains Officer Black Park.

Under the Approved Project, the two residential blocks around Officer Black Park were extracted from PD 29 and retained their underlying conventional zoning designations: Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). The proposed extraction did not require an amendment to the City's zoning map, as the underlying conventional zoning designations were already in place. With the exception of the zoning designation revisions, no physical change (e.g., additional development intensity, redevelopment) was proposed; the EIR assumed no physical changes would occur within this area and all existing uses would remain.

Roadway Segment Closures

The Approved Project included the closure of the following roadway segments to vehicular traffic in order to create parklets (small street parks): 25th Street west of Long Beach Boulevard; 25th Street east of Long Beach Boulevard; 23rd Street west of Long Beach Boulevard; 23rd Street east of Long Beach Boulevard; 21st Street west of Long Beach Boulevard; 21st Street east of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach Boulevard; 15th Street west of Long Beach Boulevard; 15th Street east of Long Beach Boulevard; and 14th Street east of Long Beach Boulevard.

Approved Project Approvals

Implementation of the Approved Project required the project approvals listed in Table 2.

Lead Agency	Action
Long Beach City Council	Adoption of the Midtown Specific Plan Adoption of a Zone Change Certification of the EIR Adoption of Findings of Fact and Statement of Overriding Considerations (if required) Adoption of the Mitigation Monitoring Program
Responsible Agencies	Action
Los Angeles Regional Water Quality Control Board	Issuance of a National Pollution Discharge Elimination System Permit (NPDES) for future construction activities

1. Introduction

1.1.2 2016 Certified EIR

On June 24, 2016, the Long Beach City Council certified the 2016 Certified EIR and adopted the Approved Project. The 2016 Certified EIR analyzed environmental impacts of the Approved Project. Most impacts identified in the EIR were determined to be less than significant after implementation of mitigation measures. However, the following impacts were determined to be significant and unavoidable even after implementation of feasible mitigation:

- **Air Quality Standards (Construction).** The Approved Project was found to generate short-term emissions that exceed the South Coast Air Quality Management District's (SCAQMD) regional construction significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin.
- **Air Quality (Operational).** The Approved Project was found to generate long-term emissions that exceed SCAQMD's regional operational significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin.
- **Air Quality (Construction).** It was determined that construction activities related to buildout of the Approved Project could expose sensitive receptors to substantial pollutant concentrations of NO_x, CO, PM₁₀, and PM_{2.5}.
- **Air Quality Plan (Construction and Operational).** It was determined that the Approved Project is a regionally significant project that would contribute to an increase in frequency or severity of air quality violations in the South Coast Air Basin and would conflict with the assumptions of the applicable Air Quality Management Plan.
- **Greenhouse Gas (GHG) Emissions (Operational).** It was determined that buildout of the Approved Project would result in a substantial increase in GHG emissions compared to existing conditions and would not meet SCAQMD's Year 2035 Target efficiency metric of 2.4 metric tons of CO_{2e} per year per service population or the long-term GHG reduction goal under Executive Order S-3-05.
- **Noise (Construction).** It was determined that noise from construction activities associated with future development projects that would be accommodated by the Approved Project could result in substantial impacts to sensitive receptors.

1.1.3 Proposed Project

The City is processing two General Plan Amendments (GPA 17-005 and GPA 17-006) to implement land use designation changes to the Pacific Coast Highway/Long Beach Boulevard transit node area of the Midtown Specific Plan. The combined Project Area consist of 24 parcels and is north of E. 16th Street between Locust Avenue to the west and Long Beach Boulevard to the east, see Figure 1, *Vicinity Map*. GPA 17-005 addresses the Project Area north of E. Pacific Coast Highway (PCH) and GPA 17-006 addresses the Project Area south of PCH.

1. Introduction

The Proposed Project includes two separate applications.

- **Application No. 1709-35** consists of GPA 17-005, site plan review (SPR 17-044), and a lot merger (LMG 17-015) to change the current land use designations for 11 parcels in the Project Area north of PCH from Moderate Density Residential (LUD #3B) and Traditional Retail Strip Commercial (LU #8A) to Mixed Use District (LUD #7). This application would also allow for the development of 48 dwelling units at 1838-1852 Locust Avenue.
- **Application No. 1709-46** consists of GPA 17-006, site plan review (SPR 17-075), and a lot merger (LMG 17-019) to change the current land use designations for 13 parcels in the Project Area south of PCH from Moderate Density Residential (LUD #3B) and Traditional Retail Strip Commercial (LU #8A) to Mixed Use District (LUD #7). This application would also allow for the development of 102 dwelling units at 1795 Long Beach Boulevard.

General Plan Amendments

A general plan amendment was not processed at the time of adoption of the Approved Project because the updated General Plan Land Use Element was expected to be adopted within a year of the Approved Project adoption. However, the General Plan Land Use Element update has not been completed, resulting in an inconsistency between the Midtown Specific Plan zoning districts and the current General Plan land use designations. Therefore, the general plan amendments are needed to resolve the inconsistencies and to facilitate development opportunities for the 24 parcels that make up the Project Area.

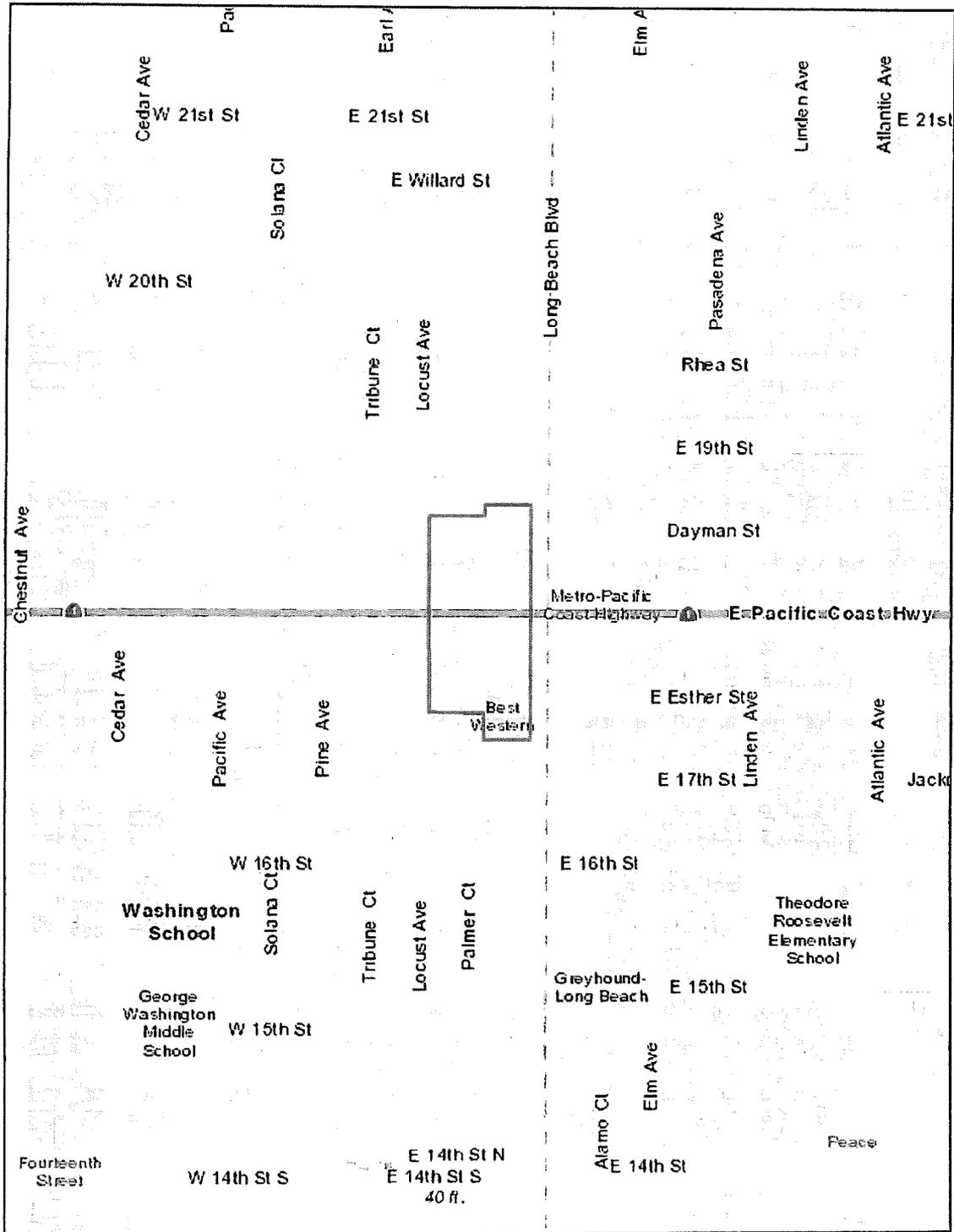
The proposed general plan amendments would convert the existing land uses to Mixed Use District LUD #7, which is consistent with the underlying Midtown Specific Plan zoning of Transit Node High. Mixed Use District LUD #7 allows both residential and mixed uses, see Figure 2, *Proposed General Plan Amendments*. The Transit Node High designation is a sub-category of the Transit Node (TN) District of the Midtown Specific Plan. The TN District supports compact, transit-oriented mixed-use and residential development centered on the three Metro Blue Line stations.

Site Plan Reviews and Lot Mergers

The proposed site plan reviews and lot mergers were analyzed in the following documents, which are included as exhibits to the staff report and are incorporated herein by reference:

- Environmental Compliance Checklist: Midtown Specific Plan Program Environmental Impact Report, 1836-1852 Locust Avenue, Application No. 1709-35, SPR 17-044/LMG17-015, dated December 7, 2017.
- Environmental Compliance Checklist: Midtown Specific Plan Program Environmental Impact Report, 1795 Long Beach Boulevard, Application No. 1709-46, SPR 17-075/LMG 17-019, dated December 7, 2017.

Figure 1- Vicinity Map



Project Boundary

0 600
Scale (Feet)



Source: ESRI, 2017

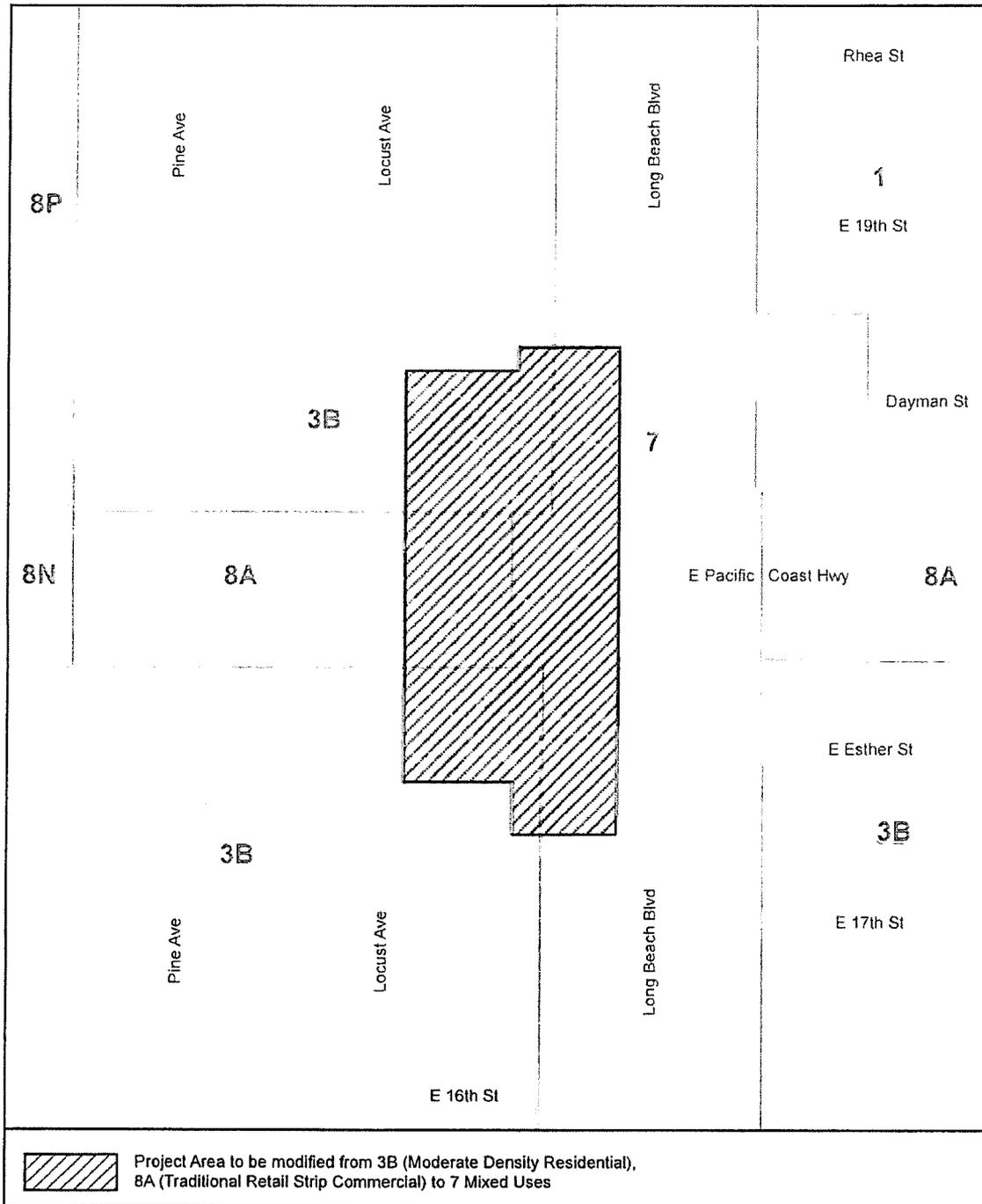
PlaceWorks

EXHIBIT "A"

1. Introduction

This page intentionally left blank.

Figure 2 - Proposed General Plan Amendments



Source: ESRI, 2017



PlaceWorks

EXHIBIT "A"

1. Introduction

This page intentionally left blank.

1. Introduction

Proposed Project Buildout

The Proposed Project would create consistency between the General Plan land use designations and the adopted Specific Plan zoning; it would not increase the allowable development in the Project Area. The Project Area is within the 20-acre Transit Node District #6, which allows 30-60 dwelling units per acre, for a total of 362 dwelling units, 297,125 commercial square feet, and 102 hotel rooms. Development of both the 1836-1852 Locust Avenue (48 units) and 1795 Long Beach Boulevard (102 units) projects would be within the overall buildout assumed for the Project Area.

Lead Agency and Discretionary Approvals

This EIR Addendum documents the City's consideration of the potential environmental impacts resulting from the Proposed Project and explains why CEQA analysis in the form of a subsequent EIR or supplemental EIR is not required. The City of Long Beach is the lead agency and has approval authority over the Proposed Project. Discretionary approvals for the Proposed Project include:

Application No. 1709-35

- General Plan Land Use Amendment (GPA 17-005)
- Site Plan Review (SPR 17-044)
- Lot Merger (LMG 17-015)

Application No. 1709-46

- General Plan Land Use Amendment (GPA 17-006)
- Site Plan Review (SPR 17-075)
- Lot Merger (LMG 17-019)

1.2 INCORPORATION BY REFERENCE

This Addendum incorporates by reference the technical studies provided in the appendices and the documents described below in accordance with CEQA Guidelines § 15148 and 15150.

- City of Long Beach Midtown Specific Plan
- Final EIR for the City of Long Beach Midtown Specific Plan (SCH No. 2015031034), dated March 2016.
- Environmental Compliance Checklist: Midtown Specific Plan Program Environmental Impact Report, 1836-1852 Locust Avenue, Application No. 1709-35, SPR 17-044/LMG17-015, dated December 7, 2017.
- Environmental Compliance Checklist: Midtown Specific Plan Program Environmental Impact Report, 1795 Long Beach Boulevard, Application No. 1709-46, SPR 17-075/LMG17-019, dated December 7, 2017.

1. Introduction

The technical studies and documents are available for review at the City of Long Beach, Development Services Department, 333 West Ocean Boulevard, 5th Floor, Long Beach, CA 90802.

2. Environmental Findings

The CEQA Guidelines provide detailed information on when a subsequent EIR, supplemental EIR, and EIR Addendum can be prepared. This chapter considers the provisions of CEQA Guidelines Sections 15162, 15163, and 15164 and analyzes impacts associated with the changes to the Approved Project.

2.1 ENVIRONMENTAL PROCEDURES

Pursuant to CEQA and the State CEQA Guidelines, the City's review of the Addendum focuses on the potential environmental impacts associated with the Proposed Project that might cause major revisions to the 2016 Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects pursuant to State CEQA Guidelines Section 15162.

Pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162, when an EIR has been certified or a negative declaration adopted for a project, no subsequent or supplemental EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

- Substantial project changes are proposed that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified or the negative declaration was adopted shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration.
 - B. Significant effects previously examined will be substantially more severe than identified in the previous EIR.
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.

2. Environmental Findings

- D. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

If some changes or additions to the previously prepared EIR or negative declaration are necessary, but none of the conditions specified in Section 15162 are present, the lead agency shall prepare an addendum (CEQA Guidelines Section 15164[a]).

This Addendum analyzes the potential impacts of the Proposed Project as compared to the Approved Project and any changes to the existing conditions that have occurred since certification of the 2016 Certified EIR. It also reviews any new information related to environmental impacts, mitigation measures and/or alternatives (if any) that was not known and could not have been known with exercise of reasonable diligence at the time that the 2016 Certified EIR was certified. It further examines whether, as a result of any changes or any new information, a Subsequent EIR or negative declaration may be required. This examination includes an analysis of the provisions of CEQA Section 21166 and State CEQA Guidelines Section 15162 and their applicability to the Proposed Project.

2.2 ENVIRONMENTAL ANALYSIS

This section describes the requirements for the preparation of a Subsequent EIR and EIR Addendum and demonstrates why the preparation of an Addendum to the 2016 Certified EIR is appropriate for the Proposed Project.

2.2.1 CEQA Guidelines, Section 15162: Subsequent EIRs and Negative Declarations

CEQA Guidelines Section 15162(a) states,

When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. **No substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.** (14 CCR Section 15162[a][1])

Approval of the Proposed Project would not require major revisions to the 2016 Certified EIR because no new significant environmental effects or substantial increase in the severity of previously identified significant effects would occur. The change in General Plan land use designations associated with the Proposed Project would bring the Project Area into consistency with the underlying Midtown Specific Plan zoning of the Project Area. Furthermore, development of the Proposed Project would not result in a new significant environmental effect or cause a substantial increase in the severity of impacts identified in the 2016 Certified EIR.

2. Environmental Findings

The analysis below, which discusses environmental topic areas listed in Appendix G of the CEQA Guidelines, demonstrates that no substantial changes are proposed and no major revisions of the 2016 Certified EIR would be required due to approval of the Proposed Project.

Aesthetics. The Project Area is buildout out with buildings and surface parking with the exception of a vacant lot at 1836-1852 Locust Avenue. There have been no substantial changes to the existing Project Area since adoption of the 2016 Certified EIR that would require changes to the EIR. The proposed general plan amendments would bring the Project Area into consistency with the underlying Midtown Specific Plan zoning and buildout assumptions used for that area. Future development would be subject to the Midtown Specific Plan zoning standards for setbacks, height requirements, and building design as analyzed in the 2016 Certified EIR. The Proposed Project is consistent with the Midtown Specific Plan. Therefore, any changes to the aesthetic or visual character of the Project Area or its surroundings has already been accounted for in the 2016 Certified EIR. No new or substantially greater impacts related to aesthetics would occur.

Agriculture and Forestry Resources. No agricultural or forestry resources were identified for the Project Area in the 2016 Certified EIR. This fact remains unchanged for the Proposed Project. No new impacts or substantially greater impacts related to agricultural or forestry resources would occur.

Air Quality. The Proposed Project would not increase the development assumptions analyzed for the Project Area in the 2016 Certified EIR. Therefore, there would be no increase in square footage, population, or vehicle trips that would result in an increase in construction or operational emissions compared to the Approved Project. Mitigation Measures AQ-1 through AQ-6 would apply to the Proposed Project. Therefore, no new or substantially greater impacts related to air quality would occur.

Biological Resources. The 2016 Certified EIR found that the Project Area is generally graded, previously-disturbed, and highly urbanized, and, therefore, does not support sensitive biological habitats, communities, species, or wetlands. No biological resources or habitat conservation plans were identified for the Project Area in the 2016 Certified EIR. This fact remains unchanged for the Proposed Project. Therefore, as with the Approved Project, the Proposed Project would not impact such resources. No new impacts or substantially greater impacts related to biological resources would occur.

Cultural Resources. The 2016 Certified EIR identified 66 potential historical resources that required further evaluation pursuant to Mitigation Measure CUL-1. Redevelopment projects are also required to implement Mitigation Measure CUL-2 to protect other potential historical properties that turn 50 years old after adoption of the Midtown Specific Plan. No new historical resources have been identified in the Project Area since adoption of the Midtown Specific Plan. The Proposed Project would not expand the proposed development area or result in impacts to new or previously unknown cultural resources. Development within the Project Area is comply with Mitigation Measures CUL-1 and CUL-2. Therefore, no new or substantially greater impacts related to cultural resources would occur.

Geology and Soils. Implementation of the Proposed Project would not result in a change in buildout or development area. Therefore, impacts related to geology and soils would be the same as the Approved Project and less than significant. No new or substantially greater impacts related to geology and soils would occur.

2. Environmental Findings

Greenhouse Gas Emissions. The Proposed Project would not increase the development assumptions analyzed for the Project Area in the 2016 Certified EIR. Therefore, there would be no increase in square footage, population, or vehicle trips that would result in an increase in GHG emissions compared to the Approved Project. No new or substantially greater impacts related to GHG emissions would occur.

Hazards and Hazardous Materials. Implementation of the Proposed Project would not result in a change in buildout or development area. Therefore, impacts related to geology and soils would be the same as the Approved Project. Development within the Project Area would be required to comply with Mitigation Measures HAZ-1 and HAZ-2. Therefore, no new or substantially greater impacts related to hazards and hazardous materials would occur.

Hydrology and Water Quality. The existing conditions have not changed in the Project Area since certification of the 2016 Certified EIR. The 2016 Certified EIR determined that the Adopted Project would not increase runoff over existing conditions, except where single-family residential would be redeveloped as multifamily residential. Additionally, the Adopted Project required drainage improvements specified in Mitigation Measures HYD-1 through HYD-4, which are consistent with those outlined in the 2005 Master Plan of Drainage Update and identified by the City of Long Beach Public Works Department.

Implementation of the Proposed Project would not result in a change in buildout or development area. Therefore, impacts related to geology and soils would be the same as the Approved Project. Development within the Project Area would be required to comply with Mitigation Measures HYD-1 through HYD-4. Therefore, no new or substantially greater impacts related to hydrology and water quality would occur.

Land Use and Planning. The Proposed Project involves a change in General Plan land use designations for the Project Area to bring the area into consistency with the underlying Midtown Specific Plan zoning of the Project Area. The Proposed Project implements a requirement of the Adopted Project. Specifically, Mitigation Measure LU-1 states the following:

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

A future General Plan Amendment may also require revisions to tables and exhibits in the Mobility Element pertaining to roadway classifications and closures associated with the Midtown Specific Plan. The specific roadway closures under the Midtown Specific Plan include 25th Street, 23rd Street, 21st Street, and 15th Street east and west of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach

2. Environmental Findings

Boulevard; and 14th Street east of Long Beach Boulevard. Roadway amendments will be processed as the time of individual roadway character change projects

Therefore, the Proposed Project would not result in any new or substantially greater impacts related to land use and planning. In fact, the Proposed Project would result in a beneficial impact as it would remove the current inconsistencies between the Midtown Specific Plan zoning and current General Plan land use designations of the Project Area.

Mineral Resources. No mineral resources were identified for the Project Area in the 2016 Certified EIR. This fact remains unchanged for the Proposed Project. No new impacts or substantially greater impacts related to mineral resources would occur.

Noise. The Proposed Project would not increase the development assumptions analyzed for the Project Area in the 2016 Certified EIR. Therefore, there would be no increase in square footage, population, or vehicle trips that would result in an increase in construction or operational-related noise impacts compared to the Approved Project. Mitigation Measures N-1 through N-5 would apply to the Proposed Project. Therefore, no new or substantially greater impacts related to noise would occur.

Population and Housing. Project implementation would not result in the generation of additional housing or population, nor the additional removal of existing housing or population. Residential development and increase in population that would occur within the Project Area (as accommodated by the Midtown Specific Plan) was already considered and analyzed in the 2016 Certified EIR. Therefore, any increase in housing and population for the Project Area has already been accounted for in the 2016 Certified EIR. No new or substantially greater impacts than related to population and housing would occur.

Public Services. Implementation of the Proposed Project would not result in impacts to or need for additional public services, including fire, police, school, and library. While the Proposed Project involves development and a change in land use designations for the Project Area, its impacts to public services were already considered and analyzed in the 2016 Certified EIR. Therefore, the impacts to public services as a result of actual development permitted within the Project Area have already been accounted for in the 2016 Certified EIR. The demand for public services would not change under the Proposed Project, and no new or substantially greater impacts related to public services would occur.

Recreation. Impacts to recreational facilities and services were already considered and analyzed in the 2016 Certified EIR. The Proposed Project would not increase the need for additional recreational resources. Therefore, the impacts to recreational facilities and services as a result of actual development permitted within the Project Area have already been accounted for in the 2016 Certified EIR. The demand for recreational facilities and services would not change under the Proposed Project, and no new or substantially greater impacts related to recreation would occur.

Transportation and Traffic. As stated previously, the Proposed Project would not generate additional traffic (vehicular, pedestrian, or bicycle) compared to the Adopted Project and building assumptions used in the 2016 Certified EIR. Development that would occur within the Project Area is and its impacts to

2. Environmental Findings

transportation and traffic were already analyzed and mitigated for in the 2016 Certified EIR. Development is required to comply with Mitigation Measures TRAF-1 and TRAF-2.

TRAF-1 requires preparation of a site-specific traffic study as part of the subsequent review for development projects. The *Site-Specific Traffic Impact Study prepared for the development at 1836-1852 Locust Avenue*, prepared by KOA Corporation (October 2017) determined that the addition of project-related traffic to the adjacent intersection of Long Beach Boulevard and Pacific Coast Highway and Palmer Court and Pacific Coast Highway would not cause any significant impacts. Additionally, the *Traffic Impact Analysis, 1795 Long Beach Boulevard Mixed-Use Development Project, Long Beach, California* prepared by Linscott, Law & Greenspan Engineers (June 27, 2017) determined that the addition of project-related traffic would not significantly impact surrounding area intersections. Specifically, no significant impact would occur at: 1) Pacific Avenue at PCH, 2) N. Palmer Court at PCH, 3) Long Beach Boulevard at PCH, 4) N. Palmer Court at 16th Street, or 5) Long Beach Boulevard at 16th Street under existing plus project and cumulative year 2020 conditions. Therefore, the proposed project has satisfied the requirements of Mitigation Measure TRAF-1.

No new or substantially greater impacts related to transportation and traffic would occur.

Utilities and Service Systems. Implementation of the Proposed Project would not result the need for additional utilities or services systems, including water and wastewater collection and treatment facilities and systems, drainage facilities and systems, and solid waste facilities. The Proposed Project would be required to comply with Mitigation Measures USS-1 and USS-2 of the 2016 Certified EIR. The demand for utilities and service systems would not change under the Proposed Project, and no new or substantially greater impacts related to utilities and service systems would occur.

Conclusion. In accordance with the CEQA Guidelines, since none of the conditions specified in Section 15162 are present, the City has determined that an Addendum to the 2016 Certified EIR is the appropriate form of environmental review for the Proposed Project.

2. No substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. (14 CCR Section 15162(a)(2))

Approval of the Proposed Project would not require major revisions to the 2016 Certified EIR because no substantial changes have occurred with respect to the circumstances under which the Approved Project was undertaken. Existing conditions of the Project Area have not changed since adoption of the Approved Project and certification of the 2016 Certified EIR. The revisions under the Proposed Project would not result in any physical changes to the environment that would cause new significant effects or increase the severity of previously identified impacts.

Although a statement of overriding considerations was made in conjunction with the 2016 Certified EIR, substantial changes in the circumstances under which the project was undertaken have not occurred since the Approved Project was adopted on June 24, 2016. No substantial increases in the severity of impacts would

2. Environmental Findings

occur. Therefore, the Proposed Project would not have new significant environmental effects or substantially increase the severity of previously identified significant effects due to changes in circumstances.

3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

a. The project will not have one or more significant effects not discussed in the previous EIR. (14 CCR Section 15162(a)(3)(A))

No new information has been introduced that would increase the severity of the identified cumulative impacts or cause new significant effects not discussed in the 2016 Certified EIR. The change in land use designations under the Proposed Project is not considered new information of substantial importance that was not previously known. The Proposed Project would not increase previously identified impacts or result in new areas of development or other changes to the physical environment outside the original project area.

b. Significant effects previously examined will not be substantially more severe than shown in the previous EIR. (14 CCR Section 15162(a)(3)(B))

No new information has been introduced that would increase the severity of impacts discussed in the 2016 Certified EIR. The Proposed Project does not propose nor allow new development or other changes to the physical environment that were not previously analyzed.

c. No mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative” (14 CCR Section 15162(a)(3)(C))

The 2016 Certified EIR incorporated all feasible mitigation measures. Since certification of the 2016 Certified EIR, no new, previously unknown information of substantial importance has come to light that would affect the mitigation measures that were adopted or the alternatives that were considered as a part of the decision-making process.

The Proposed Project would not create new significant effects that were not previously analyzed, nor would the magnitude of impacts exceed those found in the 2016 Certified EIR. No new mitigation measures are proposed, and the Mitigation Monitoring and Reporting Program adopted as a part of the 2016 Certified EIR remains adequate to mitigate impacts of the Proposed Project.

The alternatives that were analyzed also remain applicable to the Proposed Project and do not need to be reconsidered; therefore, the Proposed Project does not create new impacts that would require new analysis of project alternatives.

d. No mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the

2. Environmental Findings

environment, but the project proponents decline to adopt the mitigation measure or alternative. (14 CCR Section 15162(a)(3)(D))

No new mitigation measures are required, and the Mitigation Monitoring and Reporting Program adopted as a part of the 2016 Certified EIR remains adequate to mitigate impacts of the Proposed Project. The alternatives that were analyzed also remain applicable and do not need to be reconsidered; the Proposed Project does not create new impacts that would require new analysis of project alternatives.

As substantiated in this document, the Proposed Project does not create new significant impacts that would require the preparation of a subsequent EIR, and an addendum to the 2016 Certified EIR would be appropriate to satisfy CEQA.

2.2.2 CEQA Guidelines Section 15164: Addendum to an EIR or Negative Declaration

1. **The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. (14 CCR Section 15164(a))**

This EIR Addendum provides additional information specifically relevant to the changes to the 2016 Certified EIR caused by the Proposed Project. None of the conditions from Section 15162 are present that would require a subsequent EIR.

2. **An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred. (14 CCR Section 15164(b))**

The Approved Project was the subject of a full EIR, not a negative declaration; therefore subsection (b) does not apply.

3. **An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration. (14 CCR Section 15164(c))**

This EIR Addendum will not be made available for public review, but will be included as part of the staff report for the Long Beach Planning Commission and City Council hearings for the Proposed Project will be considered.

4. **The decision -making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project. (14 CCR Section 15164(d))**

The Long Beach City Council will consider the EIR Addendum and 2016 Certified EIR prior to approving the Proposed Project.

2. Environmental Findings

5. **A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence. (14 CCR Section 15164(e))**

Pursuant to CEQA Guidelines Section 15164, after an EIR has been certified for a project, if some minor technical changes to the previously certified EIR are necessary, preparation of an Addendum to the EIR is appropriate. Previous analysis of environmental impacts has been conducted for the Approved Project in an Initial Study, a Draft EIR, and a certified Final EIR. As demonstrated in Section 2.2.1, the Proposed Project would not involve new significant environmental effects or a substantial increase in the severity of significant effects already identified in the 2016 Certified EIR. Given this finding, an Addendum to the 2016 Certified EIR is appropriate and has been prepared.

2. Environmental Findings

This page intentionally left blank.

3. Environmental Determination

Based on the evidence in light of the whole record documented in the certified EIR and cited incorporations:

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

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

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

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

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

Christopher Koontz
Signature

11/22/17
Date

Christopher Koontz
Printed Name

City of Long Beach
For

OFFICE OF THE CITY ATTORNEY
CHARLES PARKIN, City Attorney
333 West Ocean Boulevard, 11th Floor
Lona Beach, CA 90802-4664

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONG BEACH ADOPTING, AFTER PUBLIC HEARING, AMENDMENTS TO THE LAND USE ELEMENT OF THE GENERAL PLAN OF THE CITY OF LONG BEACH RELATING TO THREE (3) PARCELS LOCATED ON THE WEST SIDE OF LONG BEACH BOULEVARD (1725-1795 LONG BEACH BOULEVARD), SEVEN (7) PARCELS LOCATED ON THE EAST SIDE OF LOCUST AVENUE (1738-1776 LOCUST AVENUE) AND THREE (3) PARCELS LOCATED ON THE SOUTH SIDE OF E. PACIFIC COAST HIGHWAY (200-240 E. PACIFIC COAST HIGHWAY) IN THE CITY OF LONG BEACH

The City Council of the City of Long Beach resolves as follows:

Section 1. The City Council of the City of Long Beach has adopted, pursuant to Section 65302 of the California Government Code, a Land Use Element as part of the City's General Plan.

Section 2. The City Council desires to amend the Land Use Element of the General Plan of the City of Long Beach as set forth in this resolution.

Section 3. The Planning Commission held a public hearing on December 7, 2017, on a proposed amendment to the Land Use Element of the General Plan of the City of Long Beach. At that hearing, the Planning Commission considered all pertinent facts, information, proposals, environmental documentation and recommendations respecting the proposed amendment, and the views expressed at the public hearing, and afforded full opportunity for public input and participation.

OFFICE OF THE CITY ATTORNEY
CHARLES PARKIN, City Attorney
333 West Ocean Boulevard, 11th Floor
Lona Beach, CA 90802-4664

1 RESOLUTION NO.

2
3 A RESOLUTION OF THE CITY COUNCIL OF THE
4 CITY OF LONG BEACH FINDING THAT THE AMCAL
5 PROJECT IS CONSISTENT WITH THE MIDTOWN
6 SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT
7 (STATE CLEARINGHOUSE NO. 2015031034) AND
8 SUBJECT TO THE MIDTOWN SPECIFIC PLAN MITIGATION
9 MONITORING AND REPORTING PROGRAM; AND MAKING
10 CERTAIN FINDINGS AND DETERMINATIONS RELATED
11 THERETO; AND APPROVING A LOT MERGER AND SITE
12 PLAN REVIEW PERMITTING CONSTRUCTION OF A
13 MIXED USE (COMMERCIAL SQUARE FOOTAGE AND 102
14 RESIDENTIAL UNITS) AT 1795 LONG BEACH BOULEVARD

15
16 WHEREAS, on May 24, 2016, the City Council of the City Long Beach
17 (City) adopted the Midtown Specific Plan (SP-1) by Resolution No. RES-16-0042. The
18 Midtown Specific Plan replaced the Long Beach Boulevard Planned Development District
19 (PD-29) with the goal of bringing new high-quality development to the transit corridor
20 along portions of Long Beach Boulevard. The Midtown Specific Plan Area is generally
21 situated east of Pacific Avenue, west of Atlantic Avenue, north of Anaheim Street, and
22 south of Wardlow Road and is a corridor along Long Beach Boulevard just north of
23 downtown Long Beach. It consists of two areas: The Midtown Specific Plan area and an
24 area outside of, but adjacent to the Midtown Specific Plan. The Midtown Specific Plan
25 spans approximately 369 acres. The area outside the Midtown Specific Plan covers
26 approximately four acres around Daryle Black Park. Both areas make up the Midtown
27 Specific Plan area. For purposes of CEQA, the Midtown Specific Plan Environmental
28 Impact Report (EIR) consisted of the adoption of the Midtown Specific Plan and

1 extraction of the two residential blocks around Daryle Black Park from PD-29 and
2 retention of the underlying conventional zoning designations already in place for these
3 two residential blocks.

4 WHEREAS, in connection with adoption of the Midtown Specific Plan, the
5 City, as lead agency, prepared an Programmatic Environmental Impact Report for the
6 Midtown Specific Plan (SCH No. 2015031034 Midtown Specific Plan EIR) in accordance
7 with the provisions of the California Environmental Quality Act (CEQA) and Section
8 15168 of the CEQA Guidelines, which provides for the preparation of an PEIR “[i]n
9 connection with issuance of rules, regulations, plans, or other general criteria to govern
10 the conduct of a continuing program.” The City Council certified the Midtown Specific
11 Plan EIR on May 24, 2016 when it adopted the Midtown Specific Plan.

12 WHEREAS, the Midtown Specific Plan PEIR serves as a basis for
13 streamlined environmental review of all subsequent public and private actions that may
14 be subject to CEQA review for land development projects, infrastructure improvements,
15 and other ordinances, programs, and actions that the Lead Agency determines to be
16 necessary to implement the Midtown Specific Plan. Furthermore, the PEIR states:

17 “Because the Project is an adoption of a plan, not an individual or series of
18 development projects, subsequent environmental review will be subject to
19 the provisions of Section 15183 of the State CEQA Guidelines, under
20 which projects that are consistent with the development density or
21 intensity of the plan “shall not be subject to additional environmental
22 review, except as might be necessary to examine whether there are
23 project-specific significant effects which are peculiar to the project or its
24 site.” Section 15183 provides additional guidance for preparation of an
25 Initial Study for subsequent projects to determine whether there is project-
26 or site-specific impacts; environmental effects that were not analyzed as
27 significant effects in the PEIR; as offsite or cumulative impacts; or as more
28 severe impacts than were identified in the PEIR.”

1 WHEREAS, where appropriate, the mitigation measures to the PEIR
2 require preparation of specific additional studies and analyses to determine whether an
3 individual project will result in project-specific new or increased significant effects that are
4 peculiar to the project or its site.

5 WHEREAS, the proposed AMCAL Project (Project) consists of a new five-
6 story 145,478 square foot mixed-use building consisting of 3,938 square feet of
7 commercial space and 102 residential units (101 affordable residential units) located at
8 1795 Long Beach Boulevard in the Midtown Specific Plan Area (MTSP).

9 WHEREAS, on December 7, 2017, the Long Beach Planning Commission
10 held a public hearing and voted to recommend that the City Council approve an
11 Addendum to the Midtown Specific Plan Programmatic Environmental Impact Report
12 finding that it analyzed potential new impacts resulting from the proposed General Plan
13 Amendment, and finding that no new significant environmental impacts were created as a
14 result of the proposed General Plan Amendment, determined that no further
15 environmental review was warranted.

16 WHEREAS, pursuant to CEQA, the City serves as the "lead agency" with
17 respect to the Project in connection with the subject City actions.

18 NOW, THEREFORE, the City Council resolves as follows:

19 Section 1. The City Council: (a) has considered the Final Programmatic
20 Environmental Impact Report (FEIR) for the Midtown Specific Plan (SCH 2015031034);
21 the Addendum to the Midtown Specific Plan Programmatic Environmental Impact Report,
22 and other pertinent evidence in the record, including studies, reports, and other
23 information from qualified experts (collectively the "Environmental Documents"), (b) has
24 considered the environmental effects of the Project as set forth in the Environmental
25 Documents, and (c) makes the following findings:

- 26 A) The City Council has independently reviewed and analyzed the
27 environmental documents and finds that they reflect the independent
28 judgment of the City.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

- B) The Midtown Specific Plan was adopted as a zoning ordinance and is consistent with the City's General Plan.
- C) The City previously certified the Midtown Specific Plan PEIR for the Midtown Specific Plan.
- D) The Project is consistent with the Midtown Specific Plan as is more particularly set forth in the Environmental Compliance Checklist (Application No. 1709-46) dated December 2017, a copy of which Checklist is attached hereto as Exhibit "A", and incorporated herein as though set forth in full, word for word.
- E) All applicable feasible mitigation measures from the Midtown Specific Plan PEIR will be undertaken as part of the proposed Project, in the form of mitigation measures, regulatory compliance measures, project design features, and/or conditions of approval, as set forth in the Environmental Documents and other Conditions of Approval.
- F) Based on substantial evidence in the Environmental Documents and elsewhere in the record, including but not limited to oral and written testimony provided at the public hearings on the matter, there are no environmental effects of the Project that: (1) are project-specific impacts peculiar to the Project or its site, (2) were not analyzed as significant effects in the Midtown Specific Plan PEIR, (3) are potentially significant off-site impacts and/or cumulative impacts which were not discussed in the PEIR, or (4) are previously identified significant effects which, as a result of substantial new information which was not known at the time the PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR.
- G) Pursuant to CEQA Guidelines 15183, no further CEQA review or additional environmental studies are required for the Project.

- 1 H) None of the information submitted at the hearing of this matter, including
2 the testimony at the public hearing on the Project, constitutes significant
3 new information. The City Council has carefully considered the testimony
4 submitted at the hearing and does not find evidence of a significant impact,
5 a substantial increase in the severity of an impact not disclosed in the
6 Midtown Specific Plan PEIR, or otherwise requiring additional CEQA
7 review, including but not limited to preparation of a subsequent or
8 supplemental EIR pursuant to CEQA Guidelines 15162 and 15163;
- 9 I) The City Council finds and declares that substantial evidence for every
10 finding made herein is contained in the Environmental Documents, which
11 are incorporated herein by this reference, or is in the record of proceedings
12 in the matter.
- 13 J) Consistent with Public Resources Code Section 21081.6, the City Council
14 hereby adopts the Mitigation Monitoring and Reporting Program(MMRP)
15 adopted as part of the certification of the Programmatic Environmental
16 Impact Report for the Midtown Specific Plan (SCH2015031034), which
17 MMRP is incorporated herein by this reference as though set forth herein in
18 full, word for word, to mitigate or avoid significant effects of the Project on
19 the environment and to ensure compliance during project implementation.
- 20 K) In accordance with the requirements of Public Resources Section 21081.6,
21 the City Council hereby adopts each of the relevant mitigation measures
22 expressly set forth herein as conditions of approval for the Project.
- 23 L) Consistent with Public Resources Code Section 21081.6(a)(2), the
24 documents that constitute the record of proceedings for approving the
25 Project are located at the Development Services Department, 333 West
26 Ocean Blvd., 5th Floor, Long Beach, California 90802.
- 27 M) The City council hereby approves a lot merger (LMG17-0019) and a Site
28 Plan Review (SPR17-075) in accordance with the Findings set forth in the

Environmental Compliance Checklist:

**Midtown Specific Plan Program Environmental Impact Report
1795 Long Beach Boulevard
Application No. 1709-46
December 2017**

Introduction

In June of 2016, the City Council certified the Final Environmental Impact Report (FEIR) for the Midtown Specific Plan (State Clearinghouse No. 2015031034). The FEIR was prepared as a Program Environmental Impact Report and referred to as "Program EIR" in this document. The City was the public agency which had the principal responsibility for carrying out or approving the Midtown Specific Plan, and as such was the "Lead Agency" under the California Environmental Quality Act of 1970 (CEQA) (*State CEQA Guidelines*, Section 15367).

This document is a compliance checklist to evaluate the environmental impacts associated with Application No. 1709-46 / SPR17-075 to construct a five-story mixed-use project with approximately 3,938 square feet of commercial space, 102 dwelling units and 77 parking spaces and 5 motorcycle spaces at 1795 Long Beach Boulevard (Project) within the area of the Midtown Specific Plan area in the City of Long Beach (City).

Purpose

CEQA requires a Lead Agency to consider the information contained in the EIR prior to taking any discretionary action on the proposed project. This document has been prepared in accordance with the California Environmental Quality Act. According to Section 15168 (c)(2) of the State CEQA Guidelines, a Program EIR can be used in compliance with CEQA to address the effects of a subsequent activity so long as the activity of the project is within the scope of the program EIR and no new effects are found and no new mitigation measures are required. As supported by the analysis presented in this document, the Project, would not result in new or substantially more severe significant environmental impacts than was analyzed in the Midtown Specific Plan Program EIR (State Clearinghouse No. 2015031034).

This document has been prepared in accordance with California Environmental Quality Act. According to Section 15162 of the State CEQA Guidelines, a program EIR can be used in compliance with CEQA to address the effects of a subsequent activity so long as the activity of the project is within the scope of the program EIR and no new effects are found and no new mitigation measures are required. As supported by the analysis presented in this document, the Project, would not result in new or substantially more severe significant environmental impacts than was analyzed in the Midtown Specific Plan Program EIR (State Clearinghouse No. 2015031034).

This environmental compliance review is intended to serve as an informational document to be considered by the City during deliberations on the proposed project.

Incorporation by Reference

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

- Midtown Specific Plan (June 2016)
- Midtown Specific Plan Environmental Impact Report (March 2016)
- Long Beach Municipal Code
- County Sanitation District of Los Angeles County Letter to Jay Ross dated August 21, 2017 (Ref. Doc. No. 4252958)
- Traffic Memorandum prepared for the proposed project (Linscott, Law & Greenspan 2017)
- Rincon Consultants, Inc., Phase II Environmental Site Assessment Performed at 1795 Long Beach Boulevard dated August 29, 2017.

Format of this Environmental Compliance Checklist

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

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

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

The Environmental Compliance Checklist applies the following determination of impacts:

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

1.0 Project Description

The proposed mixed-use project at 1795 Long Beach Boulevard (Project) would develop the existing 2-parcels, 1.01-acre (0.99-acre net site) site that contains a nine feet, east to west slope with a 5-story mixed use building. The development consists of approximately 3,938 square feet of retail on the ground floor and 102 dwelling units located on floors above. The combined commercial and residential floor area totals 145,039 square feet for a Floor Area Ratio of 3.28. All units except for the unit reserved for the on-site management will be affordable.

The project site is located in the block bound by Long Beach Boulevard to the East, Pacific Coast Highway to the north, and the alley (Palmer Court) to the West (Figure 1). The project site is surrounded by a mix of land uses including a car wash to the north across Pacific Coast Highway; a mixed-use building consisting of a two-story structure to the east across Long Beach Boulevard, and a one-story commercial building to the south. At present the site contains a vacant one-story restaurant structure. It was previously occupied by a restaurant use and record store.

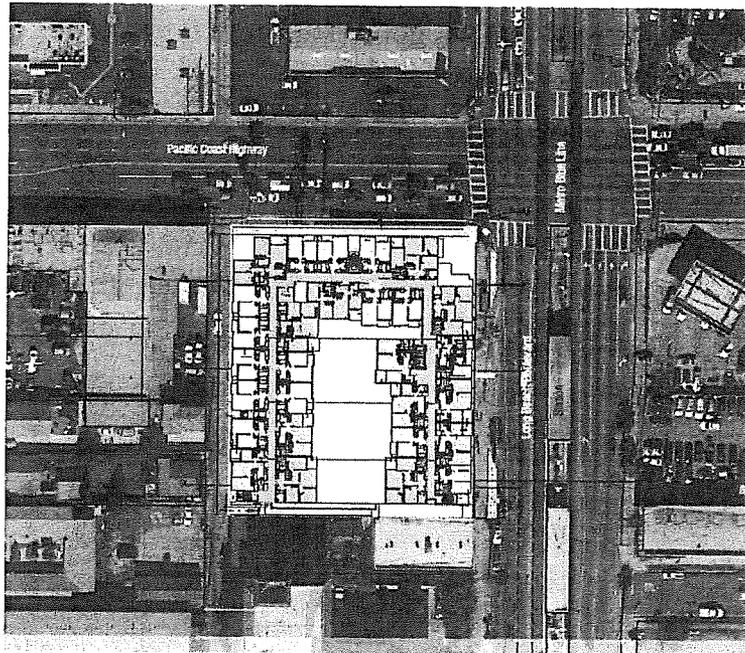


Figure 1: Vicinity Map

Project Approval

The proposed project would require the following approvals:

- Site Plan Review (Planning Commission)
- Disposition and Development and Loan Agreement (Long Beach Community Investment Company)
- Lot Merger
- General Plan Amendment

Future Approval

- Master Sign Program (Site Plan Review Committee)

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

The project is located within the area of the Midtown Specific Plan (Figure 2) Specifically, it is within the Subarea 6 of the Midtown Specific Plan Transit Node District. The project assumes that at buildout there will 3,619 dwelling units and 2,997,265 square feet of commercial floor area constructed throughout the entire Specific Plan Area

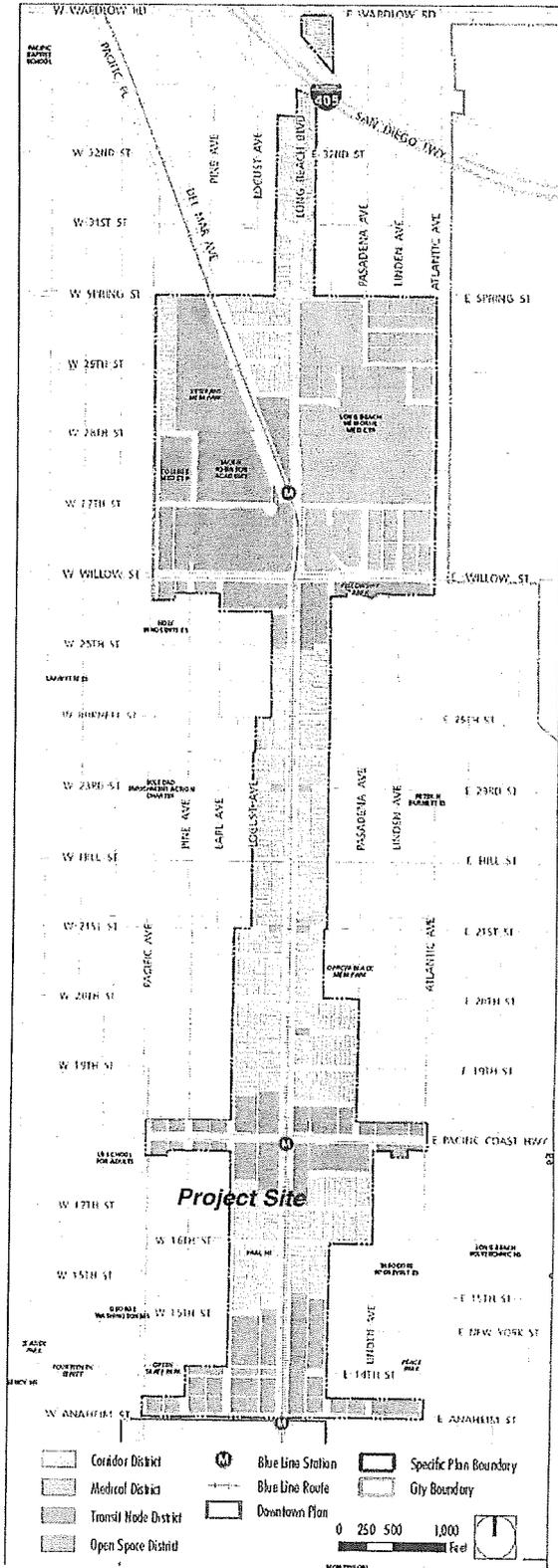


Figure 2: Midtown Specific Plan Area

Environmental Compliance Checklist:

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

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

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

The Midtown Specific Plan Program EIR found that there are no designated scenic vistas located within or adjacent to the plan area. No impacts related to scenic vistas would occur with implementation of the Specific Plan.

Implementation of the proposed project would be subject to the Midtown Specific Plan zoning standards for setbacks, height requirements and building design. Development within the Midtown Specific Plan area would have no impact to scenic vistas. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects on scenic vistas is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The Midtown Specific Plan Program EIR determined that the existing plan area is highly

¹ California Department of Transportation. California Scenic Highway Mapping System: Los Angeles County. Website: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm (accessed October 3, 2017).

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

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Impact Area: Agricultural Resources

-- Would the Project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</i>			
b) <i>Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?</i>			

- c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
- e) *Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Impact Area: Air Quality

-- Would the Project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	Significant and Unavoidable	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Significant and Unavoidable	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Significant and Unavoidable	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

the assumptions in the Air Quality Management Plan (AQMP). Therefore, impacts related to conflicts with an air quality plan would remain significant and unavoidable.

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

Mitigation Measures:

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

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

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

- Following all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering.

- During all construction activities, the construction contractor shall sweep streets with SCAQMD Rule 1186-compliant, PM₁₀-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.
- During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and tarp materials with a fabric cover or other cover that achieves the same amount of protection.
- During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day.
- During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.

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

Stationary Source

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

Transportation and Motor Vehicles

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

- For buildings with more than ten tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the CALGreen Code.

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

Incorporation of Mitigation Measures AQ-4 and AQ-5 would reduce operation-related criteria air pollutants generated from stationary and mobile sources. Mitigation Measure AQ-5 would encourage and accommodate the use of alternative-fueled vehicles and nonmotorized transportation, as would the provisions of the Midtown Specific Plan. For example, the Midtown Specific Plan specifies electric vehicle charging and bicycle parking requirements for residential development in accordance with the CALGreen Code. However, despite adherence to Mitigation Measures AQ-4 and AQ-5 and the provisions of the Midtown Specific Plan, long-term emissions would remain significant and unavoidable due to the magnitude of land use development associated with the Midtown Specific Plan.

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

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

Mitigation Measures:

AQ-1, AQ-2, AQ-3, AQ-4, and AQ-5 [Refer to Air Quality threshold a)]

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

In addition, the future development accommodated by the Midtown Specific Plan could site sensitive land uses in proximity to major air pollution sources. At buildout, the Midtown Specific Plan would result in construction of up to approximately 1,736 new residential units within the plan area. The residential units would be allowed near sources of toxic air contaminants (e.g., I-405), which have the potential to affect residents of these units. With implementation of Mitigation Measure AQ-6, this impact would be reduced to a level of less than significant.

The Midtown Specific Plan Program EIR concluded that future development under the Specific Plan would not result in the development of individual land uses that would expose sensitive receptors to substantial toxic air contaminant concentrations. Upon implementation of regulatory requirements, impacts would be less than significant.

The proposed mixed-use project is consistent with the uses and development intensity included in the air quality analysis conducted for the Midtown Specific Plan Program EIR. The conditions of approval for the proposed project require compliance with all mitigation measures applicable to the proposed project. The project applicant shall be required to demonstrate compliance with Mitigation Measures AQ-1, AQ-2, AQ-3, and AQ-6. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to the exposure of sensitive receptors to substantial pollutant concentrations is not required.

Mitigation Measures:

AQ-1, AQ-2, and AQ-3 [Refer to Air Quality threshold a)]

AQ-6

Prior to issuance of building permits for development projects within the Midtown Specific Plan area that include sensitive uses (e.g., residential, day care centers), within the distances identified by the California Air Resources Board's (CARB) Air Quality and Land Use Handbook, the property owner/developer shall submit a health risk assessment (HRA) to the City of Long Beach Planning Bureau. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District (SCAQMD).

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No Change to
Midtown
Specific Plan
Program EIR**

Impact Area: Biological Resources

-- Would the Project:

a) Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than
Significant



b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact



c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact



d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than
Significant



e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact



f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact



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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Impact Area: Cultural Resources

-- Would the Project:

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

Less Than Significant with Mitigation

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

No Impact

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact

d) Disturb any human remains, including those interred outside of formal cemeteries?

No Impact

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

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

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

Mitigation Measures:

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

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

~~A. Rehabilitation According to the Secretary of the Interior's Standards~~

~~1. If the proposed project includes renovation, alteration, or an addition to an historical resource (not including total demolition), then the property owner or project applicant/developer shall first seek to design all proposed renovation, alterations or additions to the historical resource in a manner that is consistent with the Secretary of the Interior's Standards for Rehabilitation (Standards) found at: <http://www.nps.gov/tps/standards/rehabilitation/rehab/stand.htm>.~~

~~a. Plans for rehabilitation shall be created under the supervision of a professional meeting the Department of Interior's Professional Qualifications Standards in Architectural History or Historic Architecture and be designed by a licensed architect with demonstrated historic preservation experience.~~

~~b. Plans shall be reviewed in the schematic design phase prior to any construction work, as well as in the 60 and 90 percent construction documents phases for compliance with the Standards by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience with the Standards compliance reviews.~~

- ~~e. The qualified historic preservation professional reviewing the plans shall create a technical memo at each phase and submit the memo to the City of Long Beach Development Services Department for concurrence.~~
- ~~d. At the discretion of the City, a detailed character defining features analysis and/or historical resource treatment plan may need to be prepared for select historical resources by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards if the nature of the project or the significance of the property warrants such detailed analysis.~~
- ~~e. A qualified historic preservation professional shall monitor construction activities at key milestones to ensure the work to be conducted complies with the Standards. The milestones shall be agreed upon in advance by the City and property owner or project applicant/developer.~~
- ~~f. City staff and the qualified historic preservation professional shall review the finished rehabilitation/renovation in person upon completion.~~
- ~~g. In the event that any historical resource(s) are leased to third-party tenants and tenant improvements will be made, all of the terms of this stipulation shall be disclosed in the lease agreements, agreed upon in writing, and mutually enforced by the property owner or project applicant/developer and the City. The tenants shall not be permitted to conduct work that does not comply with the Standards.~~

~~B. Retention/On-Site Relocation For Proposed Demolition~~

- ~~1. If the proposed project includes total demolition of a historical resource, the property owner or project applicant/developer shall first consider an alternative that retains the historical resource and incorporates it into the overall project development as an adaptive re-use of the building, as determined feasible.~~
- ~~2. If the project site permits, the historical resource should be relocated to another location on the site and the resource should be re-incorporated into the overall project, as determined feasible.~~
- ~~3. If the City determines that retention/onsite relocation of the historical resource is not feasible through a credible feasibility study, then the City shall elect to allow the property owner or project applicant/developer to move forward with the development/redevelopment project; however, all other requirements outlined in this mitigation measure shall apply.~~

~~C. Third Party Sale~~

- ~~1. If the City determines that retention or onsite relocation of the historical resource is not feasible, then the property owner or project applicant/developer shall offer any historical resources scheduled for demolition to the public for sale and offsite relocation by a third party:
 - ~~a. The historic resource(s) shall be advertised by the property owner or project applicant/developer at a minimum in the following locations: project applicant's/developer's website (if applicable); City of Long Beach website; Los Angeles Times website and print editions; Long Beach Press Telegram.~~
 - ~~b. The bidding period shall remain open for 60 days after the date of advertisement to allow adequate response time from interested parties.~~
 - ~~c. Qualified parties shall meet the following minimum qualifications to be considered a realistic buyer: possess adequate financial resources to relocate and rehabilitate the historical resource(s); possess an available location for the historical resource(s); and provide for a new use for the historical resource(s).~~
 - ~~d. The City shall approve the qualified buyer. If no such buyer comes forward within the allotted time frame, the City shall elect to issue a demolition permit for the historical resource. However, all other requirements outlined in this mitigation measure shall apply.~~~~

~~D. Recordation~~

- ~~1. The property owner or project applicant/developer shall create HABS-like Level II documentation prepared in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. Information on the Standards and Guidelines is available at the following links:
http://www.nps.gov/history/local-law/arch_stnds_6.htm.
<http://www.nps.gov/history/hdp/standards/index.htm>.~~
 - ~~a. Photographs with large format (4 inches by 5 inches or larger), black and white negatives of the property as a whole shall be provided; photocopies with large format negatives of select existing drawings, site plans, or historic views where available. A minimum of 12 views showing context and relationship of historical resources to each other shall be provided; aerial views showing the whole property shall also be provided.~~
 - ~~b. Written historical descriptive data, index to photographs, and photo-key plan shall be provided.~~
 - ~~c. The above items shall be created by a historic preservation professional meeting the Secretary of the Interior's~~

~~Professional Qualifications Standards with demonstrated experience in creating HABS Level II documentation.~~

- ~~d. The above items shall be created prior to any demolition or relocation work.~~
- ~~e. The above items shall be distributed to the following repositories for use by future researchers and educators. Before submitting any documents, each of the following repositories shall be contacted to ensure that they are willing and able to accept the items: City of Long Beach Public Library; Long Beach Historical Society; Los Angeles Public Library; South Central Coastal Information Center at California State University, Fullerton; and City of Long Beach Development Services Department (building files).~~

~~E. Salvage and Reuse~~

- ~~1. If offsite relocation of the historical resource by a third party is not accomplished, the property owner or project applicant/developer shall create a salvage and reuse plan identifying elements and materials of the resource that can be saved prior to any demolition work.~~
 - ~~a. The salvage and reuse plan shall be included in bid documents prepared for the site and shall be created by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience in creating salvage and reuse plans.~~
 - ~~b. Elements and materials that may be salvageable include windows; doors; roof tiles; decorative elements; bricks; foundation materials, and/or paving materials; framing members; furniture; lighting; and flooring materials, such as tiles and hardwood.~~
- ~~2. The property owner or project applicant/developer shall identify individuals, organizations, or businesses interested in receiving the salvaged items; these may include Habitat for Humanity Restore; other affordable housing organizations; or salvage yards. The following steps shall be taken by the property owner or project applicant/developer:~~
 - ~~a. Identification of the individuals, organizations, or businesses interested in receiving the salvaged items shall be completed in consultation with the City.~~
 - ~~b. Identification of the individuals, organizations, or businesses interested in receiving the salvaged items shall be accomplished by contacting potentially interested parties directly first.~~

~~c. Items to be salvaged shall be advertised in the following locations for a period of 60 days if none of the contacted parties are able to receive the items: Los Angeles Times and Long Beach Press Telegram.~~

~~3. The property owner or project applicant/developer shall remove salvageable items in the gentlest, least destructive manner possible. Historic materials and features shall be protected by storing salvaged items in indoor, climate and weather controlled conditions until recipients can retrieve them. The removal of salvageable items shall be performed by a licensed contractor with demonstrated experience with implementing salvage and reuse plans.~~

~~F. Other Optional Interpretive, Commemorative, or Educational Measures~~

~~The City may also elect to require additional (optional) mitigation measures crafted in response to a specific historical resource's property type or significance, association with a specific historic person, or overall value to the community, as practical, so long as the measure is commensurate with the significance of the property and the level of impact to that resource. Such measures may include educational or interpretive programming; signage; incorporation of historical features into new developments or public art; contribution to a mitigation fund for future historic preservation efforts; written histories or contexts important to the public's understanding of the lost resource (presuming no other extant resource can interpret such significance); etc. The need for these additional measures shall be determined by the City on a case by case basis and incorporated into the conditions of approval for the project. Some measures may be made available to the public through museum displays, written reports at research repositories or made available through on- or offsite signage or existing online multi-media sites.~~

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*
- c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

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

subsurface archeological or paleontological resources. No impacts related to archaeological or paleontological resources were identified in the Midtown Specific Plan Program EIR.

The project site was previously disturbed during construction of the existing restaurant building on the project site. The proposed mixed-use project would include a 5-story mixed use building. A parking garage containing 77 parking spaces is proposed within the ground floor of the building. As noted in the Midtown Specific Plan Program EIR, the plan area and immediate surroundings are not recognized as an area having the potential for subsurface archeological or paleontological resources. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects on archaeological or paleontological resources is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Impact Area: Geology/Soils

-- Would the Project:

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

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No
Change to
Midtown
Specific
Plan
Program
EIR**

Impact Area: Geology/Soils

-- Would the Project:

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

As shown on Figure 5.4-4, Liquefaction Hazards Map, in the Midtown Specific Plan Program EIR, the project site is not located within a liquefaction zone of required investigation. The proposed project will be required to comply with all applicable provisions of the most recent CBC adopted by the City of Long Beach. During the proposed project's plan check phase Building Bureau personnel will verify compliance with all applicable ground motion standards and determine the need for a geotechnical investigation and geo-engineering study, as conditioned. Any investigation/study would comply with the listed specifications. Therefore, the proposed project would be consistent with the findings

included in the Midtown Specific Plan Program EIR, and further study of potential effects related to seismic-related ground failure is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

The project site contains a 9 foot east to west downslope from Long Beach Boulevard to Palmer Court. The property is not in the vicinity of slopes on Signal Hill. The proposed project would not be subject to landslides given that a building is proposed on the slope and is therefore consistent with the findings included in the Midtown Specific Plan Program EIR. Further study of potential effects related to landslides is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Future development within the Midtown Specific Plan area would be required to comply with the NPDES permit by preparing and implementing a SWPPP specifying BMPs for minimizing pollution of stormwater with soil and sediment during project construction. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. Therefore, impacts related to substantial soil erosion or the loss of topsoil would be less than significant.

The proposed project will be required to comply with all applicable provisions of the NPDES permit. The proposed mixed-use project would not create any new stormwater discharge conditions not anticipated in the Midtown Specific Plan Program EIR. BMPs or equivalent measures to control pollutant runoff will be included within the project's grading and construction plans, if applicable. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of potential effects related to soil erosion or the loss of topsoil is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

Development under the Midtown Specific Plan could subject persons and structures to hazards arising from collapsible soils, ground subsidence, or expansive soils. However,

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Impact Area: Greenhouse Gas Emissions

-- Would the Project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Significant and Unavoidable	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Buildout of the Midtown Specific Plan would result in a substantial increase in GHG emissions compared to existing conditions and would not meet the South Coast Air Quality Management District's Year 2035 Target efficiency metric of 2.4 MTCO₂e/year/SP or the long-term GHG reduction goal under Executive Order S-3-05. Mitigation Measures AQ-4 and AQ-5 would encourage and accommodate use of alternative-fueled vehicles and nonmotorized transportation and ensure that GHG emissions from the buildout of the Midtown Specific Plan would be minimized. However, additional statewide measures would be necessary to reduce GHG emissions under the Specific Plan to meet the long-term GHG reduction goals under Executive Order S-3-05, which identified a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050, and Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent below 1990 levels by 2030. The new Executive Order B-30-15 requires CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under Executive Order S-3-05 or the new Executive Order B-30-15. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology (CCST 2012). Since no additional statewide measures are currently available, this impact would remain significant and unavoidable.

The proposed project involves construction and operation of a five-story mixed-use structure. Project operations would involve vehicular trips and other activities that would increase generation of GHG emissions. The Midtown Specific Plan determined that GHG impacts would be significant and unavoidable, but, through incorporation of Mitigation Measures AQ-4 and AQ-5, as well as provisions of the Midtown Specific Plan (e.g.

requirements for electric vehicle charging and bicycle parking requirements for residential development), anticipated projects would fall within the scope of the Midtown Specific Plan Program EIR analysis. With these mitigation measures incorporated, operation of the proposed project would not substantially increase the severity of GHG operation impacts beyond that identified in the Midtown Specific Plan Program EIR and no new impacts beyond those identified in the Midtown Specific Plan Program EIR would occur. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects of greenhouse gas emissions is not required.

Mitigation Measures:

AQ-4 and AQ-5 [Refer to Air Quality threshold a)]

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The Midtown Specific Plan would substantially improve the efficiency of the Midtown Specific Plan area (11 percent reduction in GHG emissions per service population based on Table 5.5-5 based on CalEEMod Version 2013.2.2. Based on 2035 transportation emission rates) even though the number of people who live or work within the area would increase by 37 percent. The new buildings under the Midtown Specific Plan would comply with the latest California Building Standards Codes, therefore resulting in significantly more energy efficiency than the existing buildings currently in the Midtown Specific Plan area. Therefore, the Midtown Specific Plan would not conflict with statewide programs adopted for the purpose of reducing GHG emissions and impacts are not anticipated to be significant. In addition, the Midtown Specific Plan would implement land use strategies that would promote the increased use of alternative forms of transportation and a reduction in VMT, which were determined to be consistent with SCAG's 2012-2035 RTP/SCS Goals. Impacts related to the conflicts between the Midtown Specific Plan and applicable GHG plans, policies or regulations were determined to be less than significant.

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No Change to
Midtown
Specific Plan
Program EIR**

**Impact Area:
HAZARDS AND HAZARDOUS
MATERIALS**

-- Would the Project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than
Significant

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than
Significant with
Mitigation

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than
Significant with
Mitigation

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

Less Than
Significant with
Mitigation

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

No Impact

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

No Impact

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

Impact Area:
**HAZARDS AND HAZARDOUS
MATERIALS**

-- Would the Project:

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than
Significant



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

No Impact



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

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

The proposed project may consist of construction or operational activities that may involve the use of hazardous materials. The proposed project would be required to demonstrate compliance with existing rules and regulations and adhere to all emergency response plan requirements set forth by the City of Long Beach and LBFD. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan

Program EIR, and further study of effects related to the routine use of hazardous materials is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

The proposed project may consist of construction or operational activities that may involve the use of hazardous materials. The proposed project would be required to demonstrate compliance with existing rules and regulations and adhere to all emergency response plan requirements set forth by the City of Long Beach and LBFD. In addition, a Phase I ESA was prepared in August 2007 for the project site. In August 2017, a Phase II ESA was prepared to further investigate the conclusions of the Phase I, which identified the use of the site for restaurant uses as a REC. The Phase II ESA determined that there was no evidence of a significant release to the subsurface in the areas assessed that would represent a risk to

human health or groundwater at the site and no further assessment is required. The proposed project has demonstrated compliance with Midtown Specific Plan Program EIR. Mitigation Measure HAZ-2. There is one existing structure on the project site, therefore, Mitigation Measure HAZ-1 is applicable to the proposed project. The proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to hazardous materials sites is not required.

Mitigation Measures:

HAZ-1 Prior to the issuance of demolition permits for any buildings or structures that would be demolished in conjunction with individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant shall conduct the following inspections and assessments for all buildings and structures onsite and shall provide the City of Long Beach Development Services Department with a copy of the report of each investigation or assessment.

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

HAZ-2 Prior to the issuance of grading permits for individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant shall submit a Phase I Environmental Site Assessment (ESA) to identify environmental conditions of the development site and determine whether contamination is present. The Phase I ESA shall be prepared by a Registered Professional Engineer and in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527.05, Standard Practice for Environmental Site Assessments: Phase I Environmental Site

Assessment Process. If recognized environmental conditions related to soils are identified in the Phase I ESA, the project applicant shall perform soil sampling as a part of a Phase II ESA. If contamination is found at significant levels, the project applicant shall remediate all contaminated soils in accordance with state and local agency requirements (California Department of Toxic Substances Control, Regional Water Quality Control Board, Long Beach Fire Department, etc.). All contaminated soils and/or material encountered shall be disposed of at a regulated site and in accordance with applicable laws and regulations prior to the completion of grading. Prior to the issuance of building permits, a report documenting the completion, results, and any follow-up remediation on the recommendations, if any, shall be provided to the City of Long Beach Development Services Department evidencing that all site remediation activities have been completed.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

Refer to response VIII, a) and c). Phase I and Phase II ESA reports were prepared for the project site. The Phase II ESA determined that there was no evidence of a significant release to the subsurface in the areas assessed that would represent a risk to human health or groundwater at the site and no further assessment is required. The proposed project has demonstrated compliance with Midtown Specific Plan Program EIR Mitigation Measure HAZ-2. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to hazardous materials sites is not required.

Mitigation Measure:

HAZ-2 [Refer to Hazards and Hazardous Materials thresholds a) and c)]

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

The proposed project is consistent with the development standards in the Midtown Specific Plan, and the proposed building height would not exceed the height limitations in the FAA Part 77 regulations. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to hazards associated with nearby airports or private airstrips is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

The proposed project does not propose to alter existing street patterns and would not impair implementation of or physically interfere with an adopted response or evacuation plan. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to interference with emergency response or evacuation plans is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

Impact Area: Hydrology and Water Quality

-- Would the Project:

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less Than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Construction Phase

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

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

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

Operation Phase

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

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

The project site (0.99-gross acre) is less than one acre in size. The proposed project would be required to comply with all applicable regulations regarding runoff during construction and operation of the project. The proposed mixed-use project would not create any potential violations of water quality standards or waste discharge requirements not anticipated in the Midtown Specific Plan Program EIR. Site design/LID and source control BMPs or equivalent measures to control pollutant runoff will be included within the project's grading and construction plans, if applicable. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of potential effects related to violations of water quality standards or waste discharge requirements is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- b) *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or*

a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planner uses for which permits have been granted)?

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Construction Phase

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

Operation Phase

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

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

Mitigation Measures:

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

The project site (0.99-gross acre) is less than one acre in size. The proposed project would be required to comply with all applicable regulations regarding runoff during construction and operation of the project. The proposed mixed-use project would not create any new conditions not anticipated in the Midtown Specific Plan Program EIR. Site design/LID and source control BMPs or equivalent measures to control pollutant runoff will be included within the project's grading and construction plans, if applicable. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of potential effects related to the degradation of water quality requirements is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map?*
- h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No Change to
Midtown
Specific Plan
Program EIR**

Impact Area: Land Use / Planning

-- Would the Project:

a) Physically divide an established community?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Less Than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project physically divide an established community?

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

The General Plan (1989) designation for the project site is LU-7 and LU-3B, Mixed Use District and Residential. The associated General Plan Amendment will change the LUD 3B to LU-7 at the southwest corner of the lot. The General Plan analysis is reviewed as part of Exhibit C. The proposed mixed-use project with the General Plan Amendment would be consistent with the land use designation for the project site. The project-related improvements are limited to the project site and does not include the closure of any street or alley. Implementation of the proposed project requires a general plan amendment, as required in Mitigation Measure LU-1. The General Plan Amendment is associated with the project, therefore, the requirements of Mitigation Measure LU-1 are not required for approval of the proposed project. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, based upon the study of effects related to conflicts are completed, which is attached as Exhibit C.

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No Change to
Midtown
Specific Plan
Program EIR**

Impact Area: Mineral Resources

-- Would the Project:

- | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | No Impact | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | No Impact | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No active mining operations exist in the City of Long Beach. The Midtown Specific Plan area and surrounding area are mapped and do not contain significant mineral deposits. Implementation of the Specific Plan would not cause the loss of availability of mineral resources valuable to the region or state, and no impact would occur.

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No Change to
Midtown
Specific Plan
Program EIR**

Impact Area: Noise

-- Would the Project result in:

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

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

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

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

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

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

Mitigation Measure:

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

Mitigation Measures:

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

Mitigation Measure:

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

Mitigation Measure:

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

	Midtown Specific Plan Program EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan Program EIR	No Impact/ No Change to Midtown Specific Plan Program EIR
Impact Area: Population and Housing			
-- Would the Project:			
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

The project site contains a vacant one-story restaurant building with on-site parking. No housing or people would be displaced with construction of the proposed mixed-use project. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to the displacement of housing and people is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No Change to
Midtown
Specific Plan
Program EIR**

Impact Area: Public Services

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

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

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

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

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

The proposed project will include 13,850 square feet of private and common open space to comply with the Midtown Specific Plan open space requirements, thereby increasing the amount of open space on the project site. An in-lieu park fee is not required for affordable housing projects pursuant to Long Beach Municipal Code Section 18.18.120.E. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to increases in the use of existing neighborhood and regional parks is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Impact Area: Recreation

-- Would the Project:

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

Less Than Significant



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

Less Than Significant



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

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

The proposed project will include 13,850 square feet of private and common open space to comply with the Midtown Specific Plan open space requirements, thereby increasing the amount of open space on the project site. An in-lieu park fee will be required per the conditions of approval and the Midtown Specific Plan Program EIR to off-set the lack of parkland space. Therefore, the proposed project would be consistent with the findings

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

The proposed project will include 13,850 square feet of private and common open space to comply with the Midtown Specific Plan open space requirements, thereby increasing the amount of open space on the project site. As an affordable housing project an in-lieu park fee will not be required as they are exempt from paying this fee. However, the project will construct the first on-street parklet within the Midtown Specific which is consistent with the Plan and the Program EIR to off-set the lack of parkland space. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to the construction or expansion of recreational facilities is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No Change to
Midtown
Specific Plan
Program EIR**

Impact Area: Transportation/Traffic

-- Would the Project:

<p>a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</p>	<p>Less Than Significant with Mitigation</p>	<p>□</p>	<p>■</p>
<p>b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p>	<p>Less Than Significant</p>	<p>□</p>	<p>■</p>
<p>c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</p>	<p>Less Than Significant</p>	<p>□</p>	<p>■</p>
<p>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<p>Less Than Significant</p>	<p>□</p>	<p>■</p>
<p>e) Result in inadequate emergency access?</p>	<p>Less Than Significant</p>	<p>□</p>	<p>■</p>
<p>f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</p>	<p>Less Than Significant</p>	<p>□</p>	<p>■</p>

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

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

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

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

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

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

Mitigation Measures:

TRAF-1 As part of the subsequent environmental review for development projects that would be accommodated by the Midtown Specific Plan, a site-specific traffic study shall be prepared by the project applicant/developer to evaluate the project's potential traffic and transportation impacts and to identify specific improvements, as deemed necessary, to provide safe and efficient onsite circulation and access to the Midtown Specific Plan area.

TRAF-2 Prior to the issuance of occupancy permits for development projects that would be accommodated by the Midtown Specific Plan, project applicants/developers shall make fair-share payments to the City of Long Beach toward construction of the traffic improvements listed below. The following traffic improvements and facilities are necessary to mitigate impacts of the Midtown Specific Plan and shall be included in the fee mechanism(s) to be determined by the City of Long Beach:

Existing (2014) With Project Improvements

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

Cumulative Year (2035) With Project Improvements

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

e) Would the project result in inadequate emergency access?

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No Change to
Midtown
Specific Plan
Program EIR**

Impact Area: Tribal Cultural Resources

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

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

Less Than
Significant With
Mitigation

□

■

Less Than
Significant With
Mitigation

□

■

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

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

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

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

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No Change to
Midtown
Specific Plan
Program EIR**

**Impact Area:
Utilities and Service System**

-- Would the Project:

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

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

Less Than
Significant

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

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

The proposed project would not exceed the development intensity for the project site permitted under the Midtown Specific Plan. The project applicant would be required to pay an LACSD connection fee when the mixed-use development is hooked up to a sewer line and would be required to comply with LARWQCB requirements governing discharges to municipal storm drainage system. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR with the approval of the General Plan Amendment associated with the project- no further study of effects related to wastewater treatment requirements is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

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

Mitigation Measures:

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Refer to Utilities and Service System threshold b).

The proposed project would not exceed the development intensity for the project site permitted under the Midtown Specific Plan. The project applicant would be required to pay an LACSD connection fee when the mixed-use development is hooked up to a sewer line. In a letter dated August 21, 2017 from the LACSD the expected average wastewater flow from the proposed project is 11,955 gallons per day. In addition, the letter satisfies the requirement to provide a "Will Serve" letter from LACSD for the project. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to the wastewater treatment capacity is not required.

Mitigation Measures:

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

Electricity

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

electricity supplies in the region for the estimated net increase in electricity demands, and buildout under the Midtown Specific Plan would not require expanded electricity supplies.

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

Natural Gas

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

2.0 Conclusion

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

**CITY OF LONG BEACH**

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Blvd., 5th Floor

Long Beach, CA 90802

(562) 570-6194

FAX (562) 570-6068

December 7, 2017

CHAIR AND PLANNING COMMISSIONERSCity of Long Beach
California**RECOMMENDATION:**

Adopt a Resolution recommending that the City Council: 1) Approve an Addendum to the Midtown Specific Plan Programmatic Environmental Impact Report; and 2) Approve a General Plan Amendment (GPA17-006) from Moderate Density Residential #3B and Traditional Retail Strip Commercial #8A to Mixed Uses #7 on 13 lots located in the Midtown Specific Plan (MTSP); and,

Determine the project is within the scope of the project previously analyzed as part of the Midtown Specific Plan Environmental Impact Report (State Clearinghouse No. 2015031034) and warrants no further environmental review pursuant to CEQA Guidelines Section 15162; and approve Lot Merger (LMG17-0019) and Site Plan Review (SPR17-075) to allow the construction of a new five-story 145,039-square-foot mixed-use building consisting of 3,938 square feet of commercial space and 101 affordable residential units and 1 manager's unit at 1795 Long Beach Boulevard in the Midtown Specific Plan (SP-1). (District 1)

APPLICANT: AMCAL Multi-Housing, Inc.
30141 Agoura Road, Suite 100
Agoura Hills, CA 91301-4332
(Application No. 1709-46)

DISCUSSION

The proposed mixed-use development at 1795 Long Beach Boulevard would develop a 0.99-acre site with a five-story building containing 3,938 square feet of ground floor commercial space, 102 dwelling units (101 affordable) and 68 residential parking spaces, 9 commercial parking spaces, and 5 motorcycle parking spaces. The project site is located on the City's major transit corridor, with frontage on Long Beach Boulevard and Pacific Coast Highway. A named alley, Palmer Court, abuts the project along the west property line (Exhibit A – Location Map). West of the project site across the alley is a mix of one- and two-story buildings containing both commercial and residential uses. To the south is a one-story commercial building; to the east across Long Beach Boulevard is a two-story commercial building; and to the north across Pacific Coast Highway is a one-story car wash building (Exhibit B – Site Photos).

The project site is located within the Transit Node High District of the Midtown Specific Plan which is intended for the development of both housing and neighborhood serving uses. The Midtown Specific Plan identifies several locations, including this project site, as strategic sites for the development of affordable housing. The General Plan Land Use

designation for a major portion of the site is District #7- Mixed Uses (LUD 7). A small portion of the property is designated as District #3B. A General Plan Amendment is required to change the District 3B designation located on the southwest portion of the site to District 7 – Mixed Uses (LUD 7). A General Plan Amendment is proposed along with the project. The amendment includes a change to the Land Use Element on 13 nearby lots, including the lot associated with the project. The change will modify the General Plan within the Transit Node High District to allow for consistency on the project site with a high-quality context sensitive, mixed-use project that will enhance the streetscape and create a more consistent development pattern along the Transit Node as intended by the Mixed Use General Plan designation. The development of 101 affordable housing units is consistent with the City's certified Housing Element and furthers the City's attainment of its Regional Housing Needs Assessment allocation.

Project Summary

The project as proposed includes 102 dwelling units.

Plan Type	Number of Units	Bedroom/Bath	Size
Plan 1 – 1X	49	1-Bedroom / 1-Bath	600-616 sq.ft.
Plan 2 – 2X	26	2-Bedroom / 2-Bath	816-830 sq.ft.
Studio Plan	1	Studio	466 sq.ft.
Plan 3 - 3X	27	3-Bedroom / 2-Bath	1,100-1,114 sq.ft.
Total	102		

Vehicle access to the project is taken by two driveways located off Palmer Court (named alley) on the west side of the property. A two-foot dedication will be provided for the purposes of widening the alley that will serve as the access point for the on-site parking garage for the commercial and residential portion of the development. Parking for the project consists of one level of parking that will be clearly separated between residential and commercial uses. Also, one loading space will be provided for commercial uses at the alley. The proposed project includes a ground floor bike storage area and a podium level area for a total of 56 bikes.

The ground floor will contain three commercial tenants, with storefronts oriented toward both street frontages. The primary pedestrian access point to the residential units is from a lobby on Long Beach Boulevard with an additional access point through the stairway facing Pacific Coast Highway. The building footprint covers approximately 90 percent of the site area. The proposed building is 64 feet and five stories in height which is consistent with the criteria set forth in the Specific Plan (100-foot maximum height limit in Transit Node High) for properties with a depth greater than 200 feet (as measured from the property line parallel to Long Beach Boulevard). The combined commercial and residential building area is 145,039 square feet.

The project consists of a mix of unit types, from one to three bedrooms, that range in size from 466 square feet to 1,100 square feet. The inclusion of 26 three-bedroom units will increase the City's housing stock for larger families; a need established in the 2013-2021 Housing Element of the General Plan.

Although the Midtown Specific Plan specifies a minimum unit size of 600 square feet, it allows for a reduction of this minimum size standard (to not less than 450 square feet) for up to 15 percent of all units in a given development. One of the 102 units, or approximately one percent, is reduced to 466 square feet in size. The reduced unit is the only studio unit proposed. The units all include full kitchens, balcony area, and built-in closet spaces. Since only one unit was less than 600 square feet in size, the Site Plan Review Committee found the smaller unit livable and desirable.

The project features a large common open space area for residents at the podium level totaling 8,167 square feet of common open space. The Midtown Specific Plan requires that an area equal to 10 percent (or 393 square feet) of the commercial project area for non-residential use be developed as open space. This requirement is satisfied by the 1,100-square-foot plaza area located on the corner of Pacific Coast Highway and Long Beach Boulevard. For private open space, each unit features a 60-square-foot private where a minimum of 50 square feet is required. In addition, the residents of the project will have access to a 4,720-square-foot common area located on the ground floor, adjacent to the lobby area.

The project adopts a contemporary architectural aesthetic. The north-east corner of the building steps back creating a tower element that is setback from Long Beach Boulevard. This step back not only serves to break up the building massing but the step back creates a mini-plaza area that acts as an extension of the public sidewalk. Along the Pacific Coast Highway frontage the building has a small retail base with the floors above taking on a commercial feel that is compatible with existing commercial development to the west. The building is proposed to be placed on the property line on 75 percent of the frontage as required by the Midtown Specific Plan. The portions of the building that are setback were required by the Site Plan Review Committee to create active areas at a busy intersection for use as seating areas. In the Transit Node High sub area, the height of the ground floor is required to be a minimum of 18 feet. The applicant had difficulty providing for an 18-foot ceiling height on this lot due to an east west slope on the property. The Midtown Specific Plan allows for a reduction in the ground floor height when architectural treatments are included to accentuate the ground floor and building entrance. The Site Plan Review Committee allowed for a reduction of the minimum ground floor height to 15 feet 6 inches, given that additional architectural treatments were included to accentuate the ground floor¹⁰.

Additionally, the project includes the design of a new bike lane, and bus stop along Long Beach Boulevard, north of the project site. The new bike lane and bus stop design will be utilized throughout Long Beach Boulevard for the expansion of the bike lane from 14th Street to Pacific Coast Highway, as shown on the Midtown Specific Plan. However, the bike lane is not a part of the Site Plan Review approval, as it is within the public right-of-way.

State law allows reduced parking ratios for developments that are located within one-half mile of public transit and projects that include special needs housing. Based on the State's parking requirement detailed in Table 3, the project is required to provide a total of 60 parking spaces. The project includes 77 residential parking spaces, including 5 motorcycle

spaces, which is more than what is required under California Government Code 65915 for affordable housing projects.

The commercial parking spaces will be clearly separated from the residential spaces. Access to the parking areas will be provided at the alley, at two separate driveways. The project would have sufficient parking in accordance with State law, the size and configuration conforms to the zoning standards.

Table 2 – Parking Summary			
Use		Parking Required	Parking Provided
101 Residential Units	101-affordable units	0.5 per unit ^A = 51 parking spaces	77 (including 5 motorcycle parking spaces)
	1-Managers unit	0.5 per unit ^A = 1 parking spaces	
3,789 square feet		2 /1,000 = 8 spaces	9
Total		60	82
^A The applicant has requested that the following parking ratios be applied to the project pursuant to State Government Code 65915 (p)(3).			

Entitlements

The Midtown Specific Plan requires Site Plan Review for projects involving the construction of one or more new dwelling units. The Site Plan Review is a discretionary approval. Projects consisting of 50 dwelling units or more are required to participate in the Conceptual Site Plan Review process. A Conceptual Site Plan Review for this project was completed in July 2017. In response, the applicant modified the plans including refining the design’s color palette and raised the height of the ground floor windows to create a more active and harmonious design with surrounding uses.

In addition to the Site Plan Review approval, a Lot Merger is required to prevent the sale of a portion of the property separate resolve antiquated lot configurations, and subdivision design for lot sizes for lot sizes when such standards will merge two lots into one and General Plan Amendment are required to merge two lots into one, and to resolve inconsistencies in the General Plan.

General Plan Amendment

The Midtown Specific Plan replaced the Long Beach Boulevard Planned Development (PD-29) when it was adopted in 2016. The development project site and the surrounding area were changed to MTSP TN - High (Exhibit D – Midtown Specific Plan Map) in order to support compact transit oriented mixed-uses and residential developments centered on the three Metro Blue line stations. Pursuant to California Government Code Section 65803 and 65860 the City of Long Beach, as a Charter City, was not immediately obligated to have consistency between the Zoning and General Plan. A Mitigation Measure was included as part of the Midtown Specific Plan Programmatic EIR to complete these GPAs within one year of the approval of the MTSP. The underlying Land Use Designations were

CHAIR AND PLANNING COMMISSIONERS

December 7, 2017

Page 5 of 6

to be updated as part of the City's current Land Use Element/Urban Design Element update (anticipated to occur within a year of the MTSP adoption). However, the LUE/UDE update has thus far not been completed and has now hindered the review and processing of proposed development projects due to inconsistencies between the Midtown Specific Plan and the underlying General Plan Land Use Designations.

As stated above, the 1989 General Plan Land Use Map designates the development site as Moderate Density Residential (LUD #3B) which limits residential developments to a maximum of 30 dwelling units per acre. The lots located on the southeast corner of Locust Avenue and E. Pacific Coast Highway are designated as Traditional Retail Strip Commercial (LUD #8A), which allows office and retail uses that are local or neighborhood serving and not intended for residential uses. To ensure that other nearby properties designated as TN - High are also made consistent with the underlying General Plan LUD, 13 additional lots south and west of the development site are included in the proposed General Plan Amendment. The amendment will change the Land Use designations from Moderate Density Residential #3B and Traditional Retail Strip Commercial #8A to Mixed Uses #7 on 13 lots located in the Midtown Specific Plan (MTSP) (Exhibit E – General Plan LUD Amendment Map). LUD #7 allows both residential and commercial uses with densities that are consistent with the development standards for the Midtown Specific Plan Transit Node High. The purpose of this amendment is to resolve the inconsistencies and to facilitate development applications for this portion of the MTSP TN-High zone.

The Midtown Specific Plan identifies several locations including this project site (owned by the Long Beach Community Investment Company) as a strategic site for the development of affordable housing. The development of 101 affordable housing units is consistent with the City's certified Housing Element and furthers the City's attainment of its Regional Housing Needs Assessment allocation. The General Plan Amendment for the development site and the lots west and south will promote the intent of the Midtown Specific Plan and provide opportunity for development with high-quality context sensitive projects that will enhance the streetscape and create a more consistent development pattern along Long Beach Boulevard, E. Pacific Coast Highway and Locust Avenue.

Lot Merger

A Lot Merger is required in accordance with Chapter 20.28 of the Long Beach Municipal Code when a single project is development on contiguous lots in such a manner that one or more of the recorded lots could be sold separately from the project. In this case, the Lot Merger will consolidate two lots into one 0.99-acre lot.

Findings for the Site Plan Review and associated Lot Merger, to merger two lots into one lot are attached and can be made in support of the project. Therefore, staff recommends the Planning Commission approve the project based on the findings (Exhibit F – Findings of Approval) and subject to the conditions of approval (Exhibit G – Conditions of Approval) The Planning Commission's action will serve as a recommendation to the City Council, which is the decision-maker on General Plan Amendments.

PUBLIC HEARING NOTICE

A total of 2,355 Public Hearing notices were distributed on November 22, 2017, in accordance with the provision of the Zoning Ordinance and was printed in the Press Telegram on November 23, 2017. No comments have been received as of the preparation of this report.

ENVIRONMENTAL REVIEW

The proposed project is located within the Midtown Specific Plan for which a program Environmental Impact Report (State Clearinghouse No. 2015031034) was certified and adopted by the City Council in June of 2016. The project has been reviewed in compliance with the California Environmental Quality Act and qualifies for an exemption from additional environmental review pursuant to CEQA Guidelines 15162 and 15183. The proposed project is consistent with the Midtown Specific Plan "community plan" and no subsequent environmental review is warranted pursuant to CEQA Guidelines 15162 and 15183. In accordance with CEQA Guidelines Section 15162, the proposed project has been analyzed and it has been determined that the project would not result in new environmental impacts not previously identified in the Midtown Specific Plan Program EIR. The analysis is included as Exhibit H - Environmental Compliance Checklist.

Respectfully submitted,



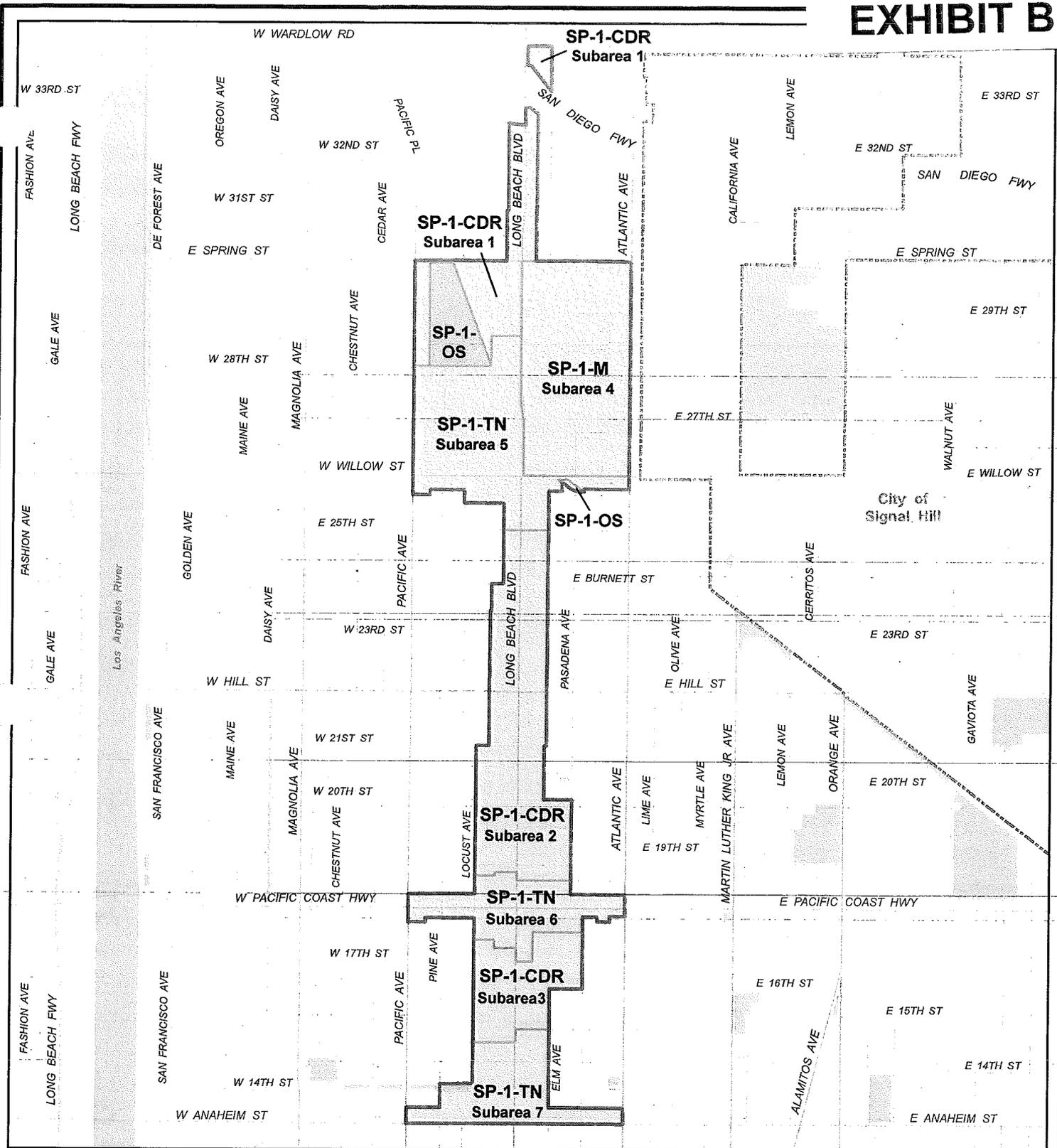
LINDA F. TATUM, AICP
PLANNING BUREAU MANAGER



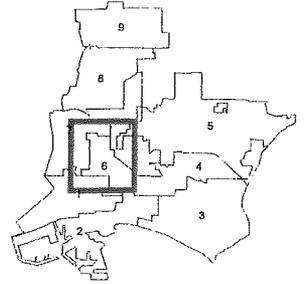
AMY J. BODEK, AICP
DIRECTOR OF DEVELOPMENT SERVICES

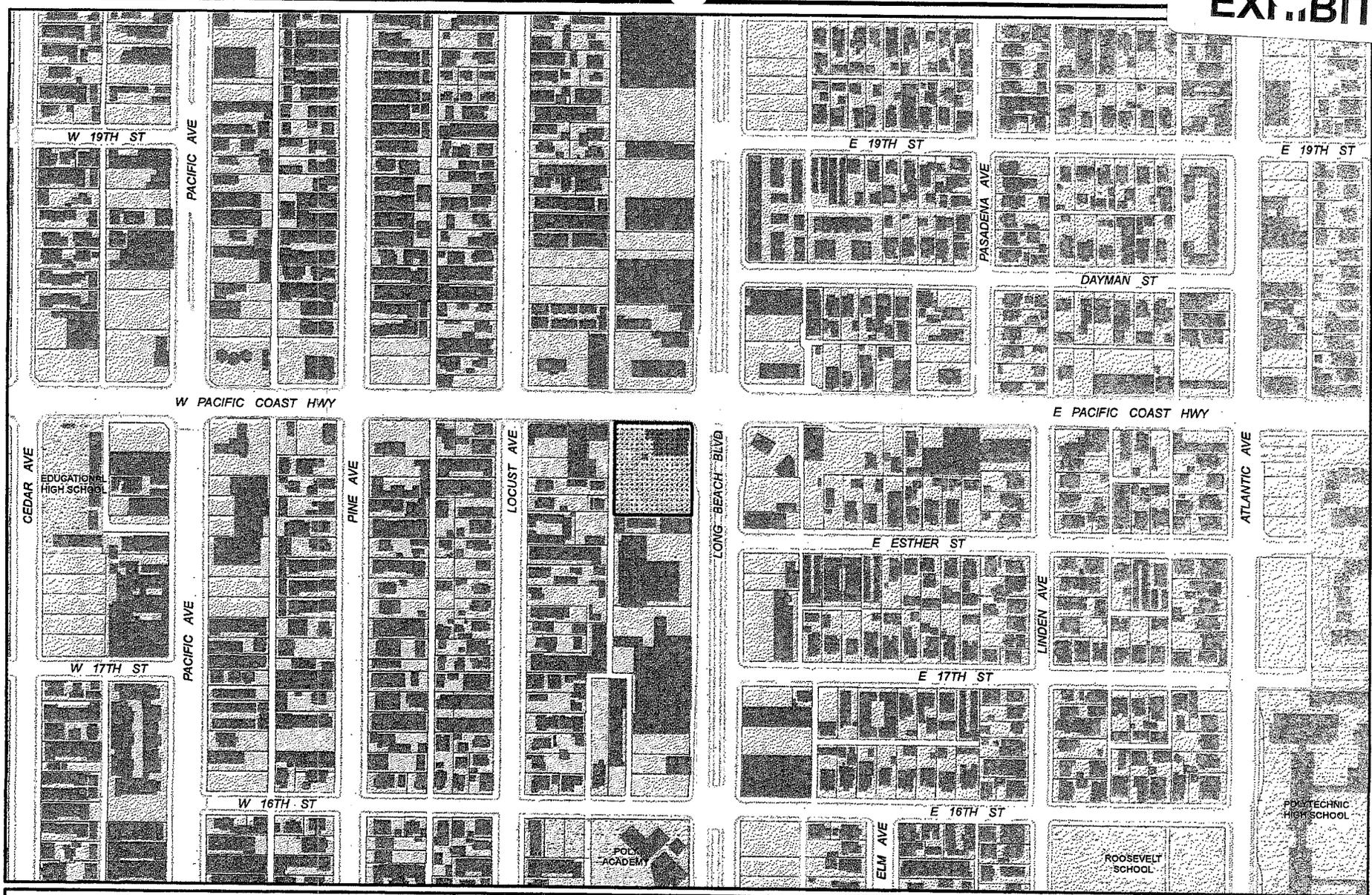
AJB: LFT:CK:GC: SV

Attachments: Exhibit A – Location Map
 Exhibit B – Site Photos
 Exhibit C – Plans
 Exhibit D – Midtown Specific Plan Map
 Exhibit E – General Plan LUD Amendment Map
 Exhibit F – Findings of Approval
 Exhibit G – Conditions of Approval
 Exhibit H – Environmental Compliance Checklist



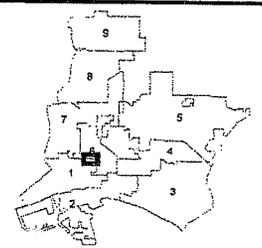
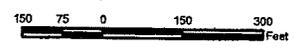
City of Long Beach MIDTOWN SPECIFIC PLAN

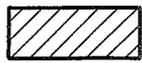
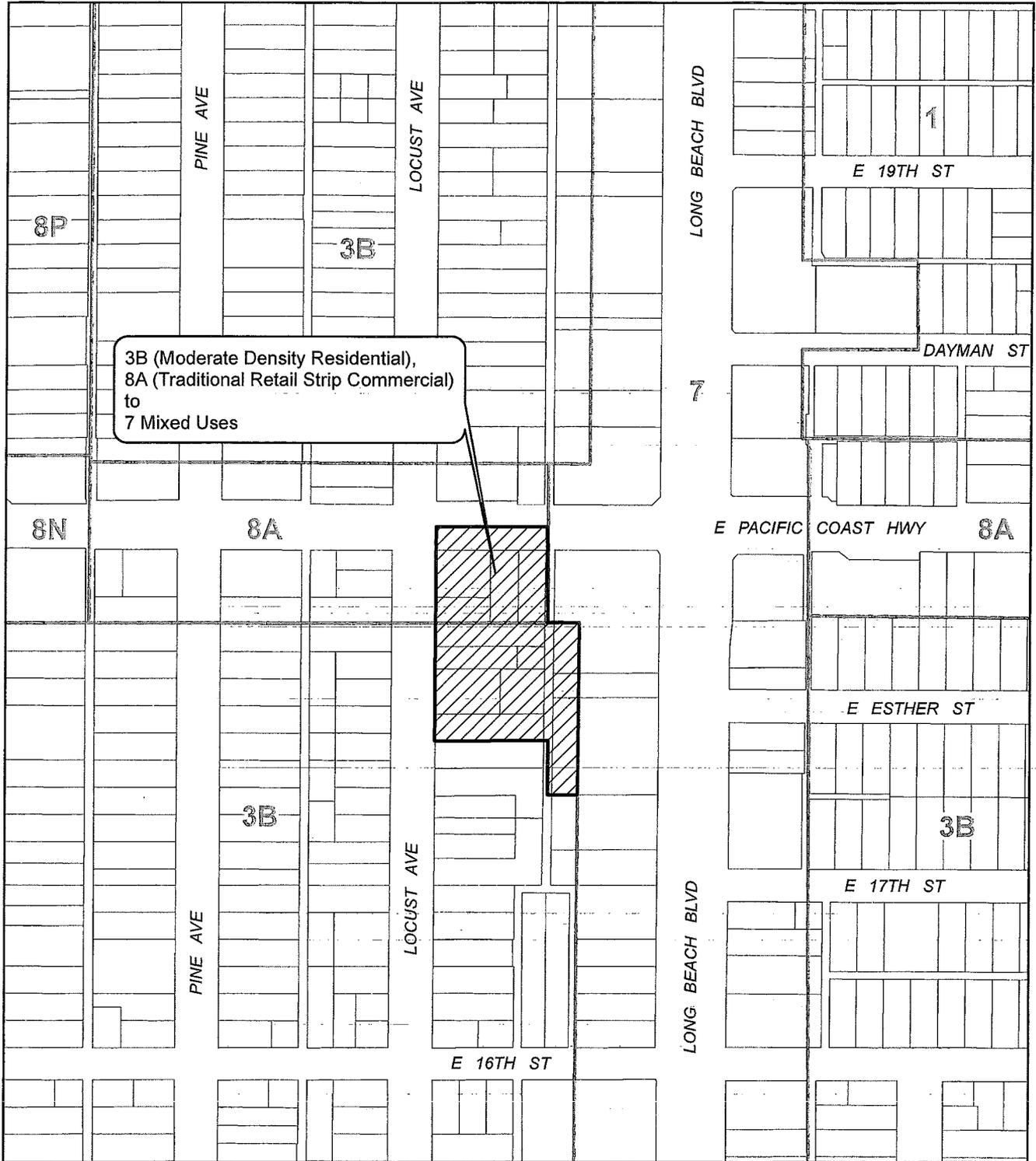




Subject Property:
 1795 Long Beach Blvd
 Application No. 1709-46
 Council District 1
 Zoning Code : SP-1-TN SubArea 6

Exhibit A



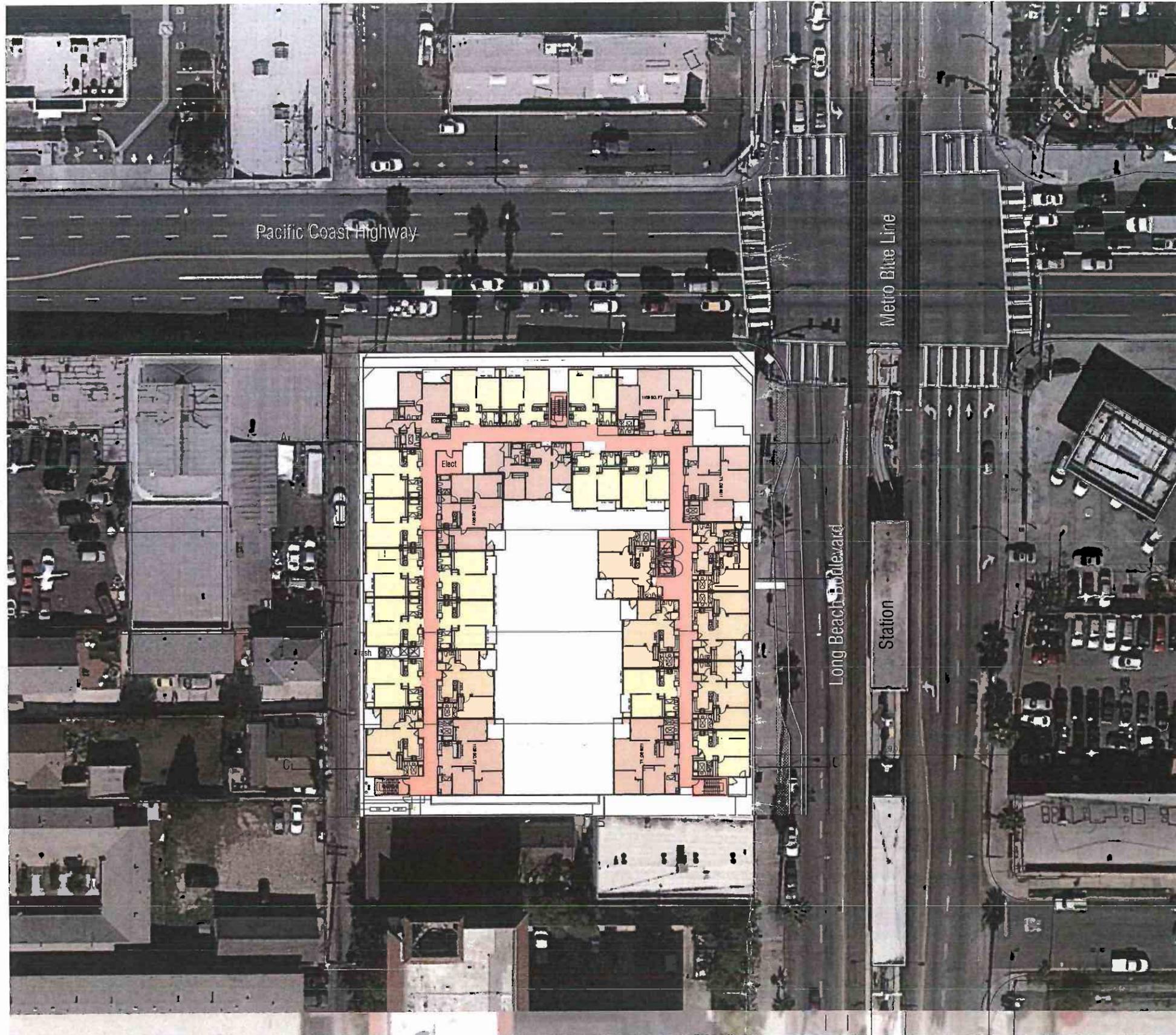


Area to be modified from 3B (Moderate Density Residential),
8A (Traditional Retail Strip Commercial) to 7 Mixed Uses



PROPOSED
AMENDMENT TO A PORTION OF PART 9
OF THE LANDUSE DISTRICT MAP

GPA Case #
17-006



1795 LONG BEACH BLVD./ PCH FAMILY APARTMENTS

Assessor Parcel #: 7269-019-044
 Gross Site Area: Appx. 44,236 SF or 1.01 ac.
 Net Site Area (2' alley dedication) (1' LB Blvd dedication) (2' PCH dedication): 43,188.9 SF or 0.99 ac.
 (5' Future Pacific Coast Hwy dedication) : 42,553.85 SF or 0.97 ac.
 Current Zoning: Midtown Specific Plan, Transit Node, Subarea 6
 Gen. Plan Land Use:
 Density: 104 du/ac on Net Site Area after & future dedication
 100 du/ac on Gross Site Area

PROJECT:
 Residential: 100% Affordable Family Apts.
 Units: 102 total
 Studio 1 (0.01%) - 466 SF + 37 SF Balcony
 1BR 49 (48.0%) - 600 SF + 37 SF Balcony
 2BR 26 (25.4%) - 800 SF + 74 SF Balcony
 3BR 26 (25.4%) - 1100 SF + 74 SF Balcony
 Leasing/Off. Lobby & Common Area: 4,088 SF (Street) + 285 (Lev 1) = 4,373 SF

Retail Space: 3,936 GLA
PARKING:
 Parking Req'd: Long Beach Midtown Specific Plan
 Studio/1BR 1 per unit = 50
 2BR 1.25 per unit = 32.5
 3BR 1.25 per unit = 32.5
 Guest 1 per 4 units = 25.5
 Total 140.50 spaces
 Retail: 2:1000 (0 required for less than 4000 SF)

California Code Section 65915-65918 for Affordable Housing within 0.25 mile of major transit station: 0.5 spaces/unit (no guest). Required: 102 units at 0.5 = 51 spaces.

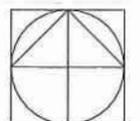
Provided:
 Studio/1BR 0.42 per unit = 21
 2BR 1 per unit = 26
 3BR 1 per unit = 26
 Total = 73
 Retail 2.22:1000 = 9
 Total = 82
 Total Provided: 77 + 5 motorcycles = 82

OPEN SPACE:
 Private & Common:
 50 SF/Unit Req'd = 5050 SF
 55.7 SF/Unit Provided = 5683 SF
 Courtyard = 8,167 SF
 Total Provided = 13,850 SF

TOTAL BUILDING SQUARE FOOTAGE: 145,039 SF
 Proposer/ Applicant: AMCAL Multi-Housing, Inc. 30141 Agoura Road, Suite 100, Agoura Hills, CA 91301 818.706.0694 x 128 - Jay Ross
 Architect: William Hezmalhalch Architects, Inc. (WHA) 2850 Redhill Avenue, Suite 200 Santa Ana, CA 92705 949.250.0607 - Ron Nestor, AIA
 Civil: United Civil 11180 Durfee Ave., Suite 220 South El Monte, CA 91733 625.575.9999 x 202 - John Luong
 Landscape: MJS Design 511 30th Street Newport Beach, CA 92663 949.675.9964 - Mark Schattlinger

- SHEET INDEX**
 G.1 Context Aerial Site Plan, Project Team, Sheet Index
 A.1 Street & Basement Level
 A1.1 Street & Basement Level Surveillance Plan
 A.2 Level 1 (Podium) Plan
 A.3 Level 2 & 3 & 4 Plan
 A.4 Roof Plan
 A.5 Typical Unit Plans
 A.6 Sections
 A.7 Sections
 A.8 Elevations
 A.9 Elevations

- L 1.0 Conceptual Landscape Plan
 L 1.1 Plant Palette and Landscape Notes



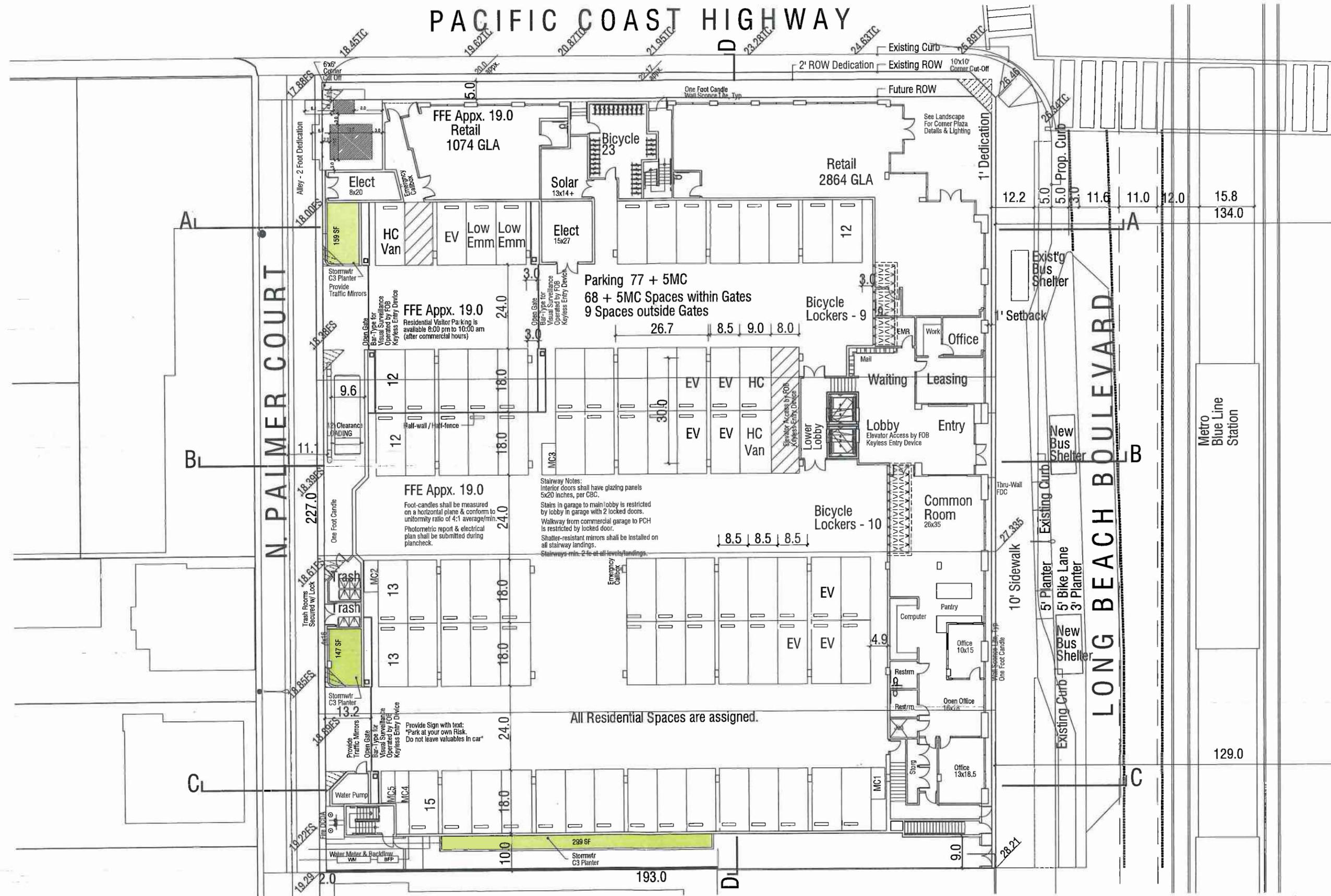
© 2017 William Hezmalhalch Architects, Inc.

1795 Long Beach Blvd. Family Apartments

Long Beach Blvd. at Pacific Coast Highway, Long Beach, California

AMCAL **WHA**
 AMCAL Multi-Housing, Inc. 30141 Agoura Road, Suite 100 Agoura Hills, CA 91301-4332 818.706.0694
 WHA Architects 2850 Redhill Ave, Suite 200 Santa Ana, CA 92705 949.250.0607

November 08, 2017
 WHA 2016163.00
 Context G.1
 Scale: 1:20 if printed on 30x42
 Long Beach Blvd. Family Apts.
 APN: 7269-019-044



©2017 William Hezmalhalch Architects, Inc.

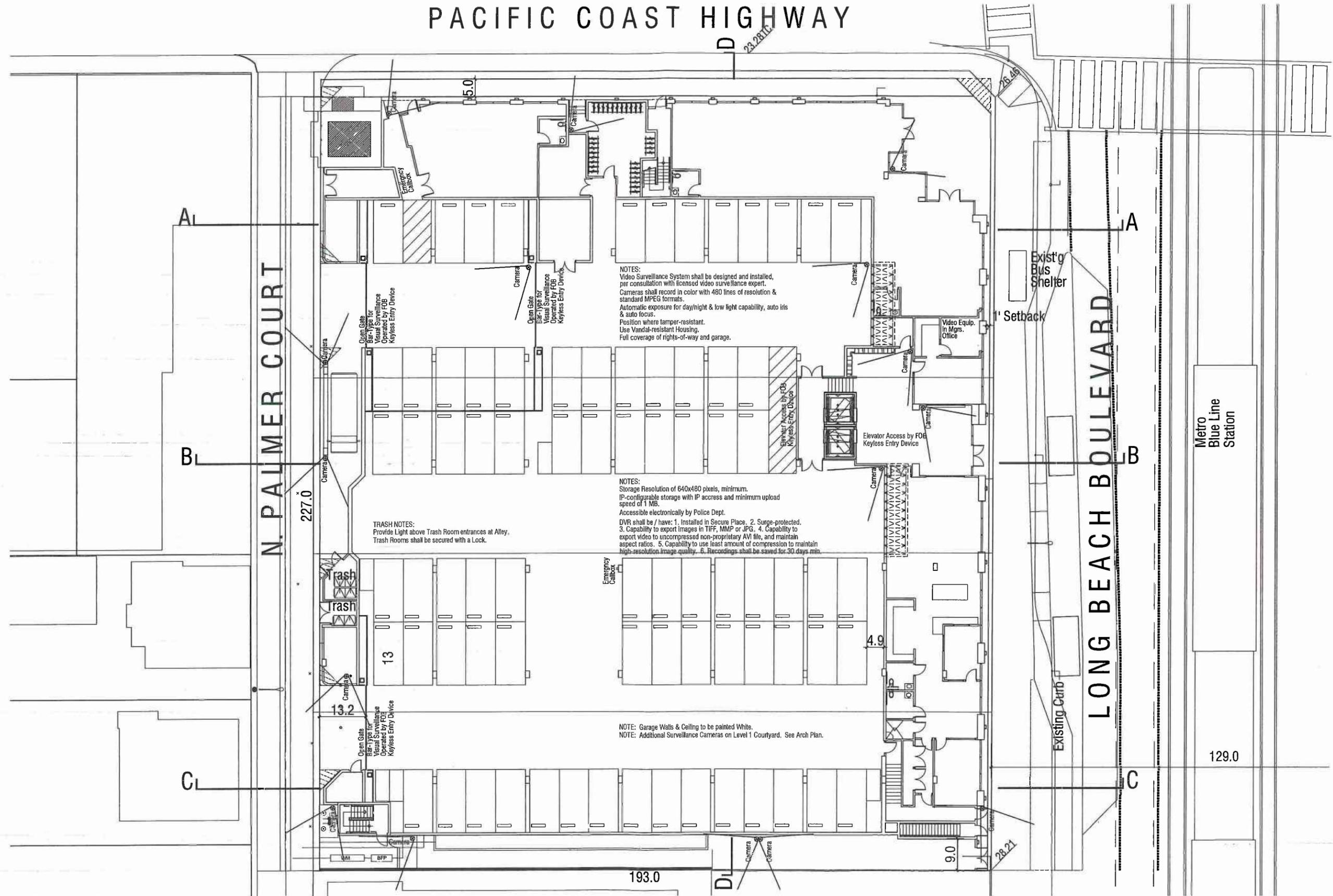
1795 Long Beach Blvd. Family Apartments

Long Beach Blvd. at Pacific Coast Highway, Long Beach, California

AMCAL **WHA**
 AMCAL Multi-Housing, Inc. 30141 Agoura Road, Suite 100
 Agoura Hills, CA 91301-4332 818.706.0694
 WHA Architects 2850 Redhill Ave, Suite 200
 Santa Ana, CA 92705 949.250.0607

October 23, 2017
 WHA 2016163.00
 Street & Bsmnt Lev A.1
 Scale: 1:10 if printed on 30x42
 Long Beach Blvd. Family Apts.
 APN: 7269-019-044

PACIFIC COAST HIGHWAY



NOTES:
 Video Surveillance System shall be designed and installed, per consultation with licensed video surveillance expert.
 Cameras shall record in color with 480 lines of resolution & standard MPEG formats.
 Automatic exposure for day/night & low light capability, auto iris & auto focus.
 Position where tamper-resistant.
 Use Vandal-resistant Housing.
 Full coverage of rights-of-way and garage.

NOTES:
 Storage Resolution of 640x480 pixels, minimum.
 IP-configurable storage with IP access and minimum upload speed of 1 MB.
 Accessible electronically by Police Dept.
 DVR shall have: 1. Installed in Secure Place. 2. Surge-protected. 3. Capability to export images in TIFF, MMP or JPG. 4. Capability to export video to uncompressed non-proprietary AVI file, and maintain aspect ratios. 5. Capability to use least amount of compression to maintain high-resolution image quality. 6. Recordings shall be saved for 30 days min.

TRASH NOTES:
 Provide Light above Trash Room entrances at Alley.
 Trash Rooms shall be secured with a Lock.

NOTE: Garage Walls & Ceiling to be painted White.
 NOTE: Additional Surveillance Cameras on Level 1 Courtyard. See Arch Plan.

© 2017 William Hezmalhach Architects, Inc.

1795 Long Beach Blvd. Family Apartments

Long Beach Blvd. at Pacific Coast Highway, Long Beach, California



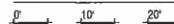
AMCAL Multi-Housing, Inc.
 30141 Agoura Road, Suite 100
 Agoura Hills, CA 91301-4332
 818.706.0694

WHA Architects
 2850 Redhill Ave, Suite 200
 Santa Ana, CA 92705
 949.250.0607

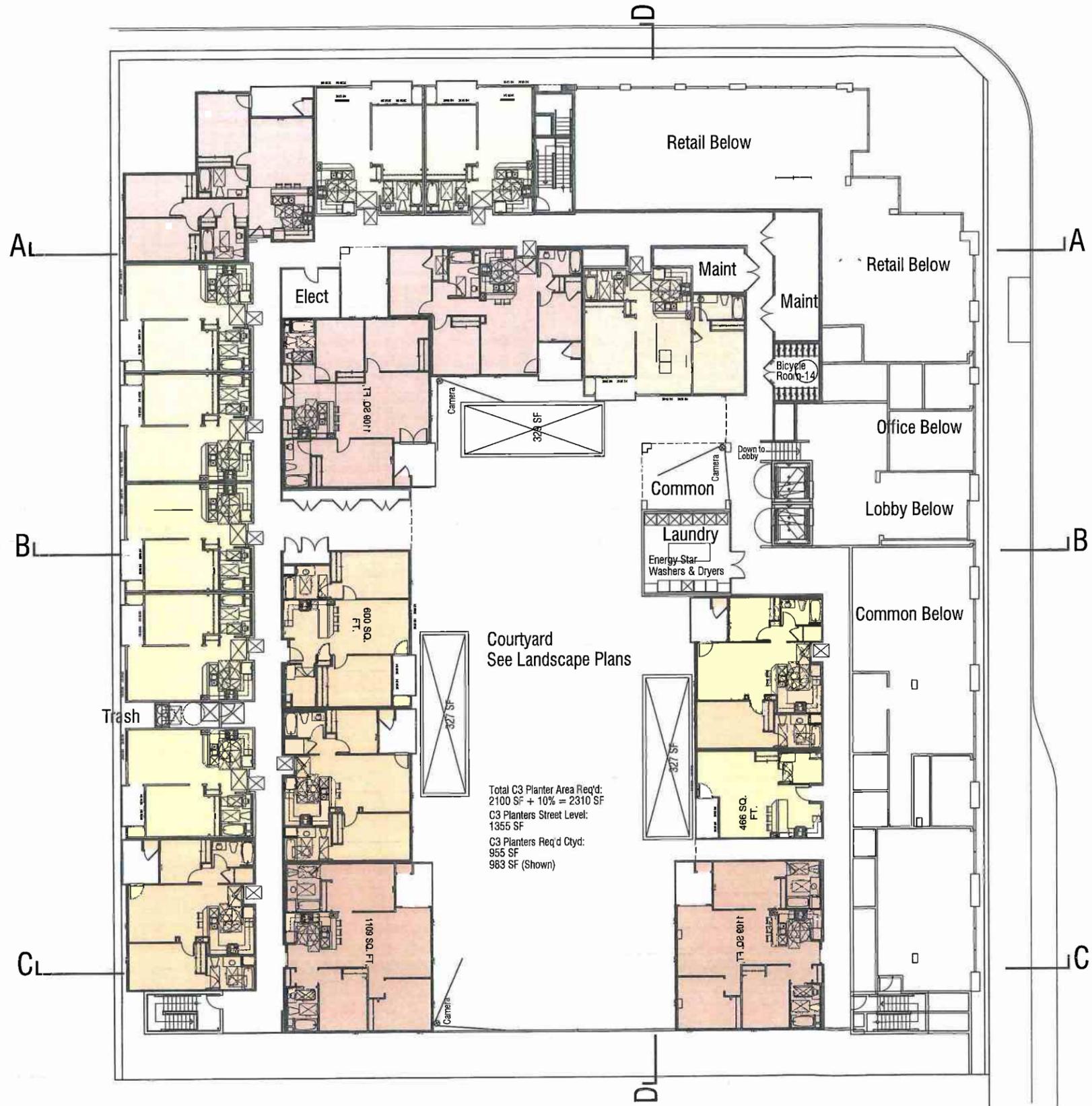
October 23, 2017
 WHA 2016163.00

Street & Bsmnt Lev
 A.1.1 Surveillance

Scale: 1:10 if printed on 30x42



Long Beach Blvd.
 Family Apts.
 APN: 7269-019-044



General Notes:

- A. Site planning
 1. Bicycle lane along the Long Beach Blvd. frontage (only) is included in civil plan, architecture plan and landscape plan. (The full bike lane from PCH to Anaheim St. is a separate project, and will be designed in future plans.)
 2. The right-of-way is 12 ft. with the 7-ft. dedication. A planter / landscape area of 6 ft. and a landscape area of 6 ft. is provided. A 10-ft. concrete width can be provided, which would reduce the landscape area to 2 ft.
 3. Per discussion with Planning Dept., no changes were done to the layout. The cross-aisle is in the best location because it shortens the driving distances to the farthest parking spaces, and it cannot be too close to the garage entrance, because that would make the turn radius impossible. Also, no extra cross-aisle is provided between the north and center driveways, because the north residential driveway can be accessed by the commercial entry, and the extra aisle would delete 4-6 parking spaces.
 4. A half-wall, half-fence barrier will separate the commercial parking and residential parking. A note is added for the residential garage: "All residential spaces are assigned." A note is added to the commercial garage: "Residential visitor parking available 8:00 pm to 10:00 am" (which is after commercial hours).
 - B. Architecture
 1. Height of retail is 15 ft., per the Specific Plan's allowable exemption (which creates a building height of 60 ft.). If the floor height is increased to 18 ft., then the building height will increase to 63 ft. Type 3 construction must be used for buildings that exceed 60 ft. in height, and that would increase the development/construction budget by 10% (~\$2,500,000). This project is affordable and is requesting funds from numerous public agencies to make it financially feasible. The City of Long Beach or County of Long Angeles would have to come up with the additional \$2,500,000 in funding, which is doubtful because municipalities already have limited housing / funding budgets. Additional funding to cover additional construction costs would take that money away from building actual housing units, and reduce the number of affordable units that can be developed in the city.
 2. The storefront tower is increased to 3 stories.
 3. The roof tower is removed.
 4. The art sculpture is removed.
 5. The overall size/area of the colored tile art wave is increased to ~60% of the façade (non-window/balcony area), and is extended to the PCH and Long Beach Blvd. facades.
 6. The size/area of the colored tile art wave is increased to ~60% of the façade, so it is more visible and prominent. Increasing the color by increasing the size of the art work is better than arbitrarily changing colors of the façade material in the courtyard, which may make it look too garish. The tile colors are not necessarily bold, but they are unique and distinctive (dark blue, light blue, tan, white), and their classic but subtle design will certainly attract the eyes of people.
 7. The size of the stucco is reduced in the corner plaza façade area by increasing area covered by the color tiles of the artwork. Stucco is less than 40% of the façade (when including the windows and balconies), which is a reasonable proportion, and other materials like hardboard and steel are used on the facade. The ground floor includes no stucco and has stone veneer for most of the facade along with big glass / window areas. Classic light fixtures also add ambience and interest to the ground floor facade.
 - II. Nov. 3 review letter (Police)
 - A. Lighting location
 1. Lights are added to the pedestrian entrance and walkway on the south side, center courtyard, Palmer Court side, PCH side, Long Beach Blvd. side, commercial garage, commercial garage entrance along Palmer Court (see new Lighting Plan).
 - B. Exterior lighting
 1. Note added at all walkways: "1 foot-candle."
 2. Wall pack lighting added to each side of building and above lobby, retail and other exterior doors.
 3. Lighting added to walls of alcoves on perimeter of building.
 4. Lighting added above exterior signage.
 5. Note added: "Foot-candles shall be measured on a horizontal plane and conform to uniformity ratio of 4:1 average/minimum."
 - i. Photometric report and electrical plan shall be submitted during plancheck.
 6. Landscape elevations show that flora height will not cover light fixtures
 7. Note added: "Light bulbs shall be LED or metal halide."
 8. Detail of light fixtures with hoods added, and note added: "Light fixtures shall be hooded."
 9. Detail of light fixtures added, and note added: "Light fixtures shall be vandal-resistant."
 10. Lights added to exterior walls.
 11. Note added: "Exterior lights shall have dimmers and/or activated by motion detectors or photocells."
 12. Photometric report and electrical plan shall be submitted during plancheck.
 - C. Other lighting
 1. Note added: "Walking surfaces shall be illuminated with minimum 1.25 ft-candles of light."
 - i. Photometric report and electrical plan shall be submitted during plancheck.
 2. Lights added to common area exterior doors. Note added "1 foot-candle within 5-ft. radius of each side of all doors at ground level."
 3. Recessed areas shown on elevations and site plans with dimensions of 2 ft. minimum depth, 5 ft. minimum height, and 6 ft. maximum width. Note added: "Recessed areas shall have minimum 0.25 foot candles of light at ground level."
 - i. Photometric report and electrical plan shall be submitted during plancheck.
4. Detail of light fixtures added, and elevations show fixtures mounted 6 ft. above ground level. Note added: "Light fixtures shall be vandal-resistant."
5. Note added: "Foot-candles shall be measured on a horizontal plane and conform to uniformity ratio of 4:1 average/minimum."
 - c. Photometric report and electrical plan shall be submitted during plancheck.
6. Landscape elevations show that flora height will not cover light fixtures.
7. Note added: "Exterior lights shall have dimmers and/or activated by motion detectors or photocells."
- D. Video surveillance
 1. Note added: "Video surveillance system shall be designed and installed, per consultation with licensed video surveillance expert."
 2. Note added: "Video surveillance system shall be designed and installed, per consultation with licensed video surveillance expert."
 3. Camera locations added:
 - i. South side pedestrian entrance and walkway.
 - ii. West side, facing Palmer Court.
 - iii. Courtyard.
 - iv. Pedestrian garage entrance on west side.
 4. Notes for camera specifications added:
 - i. Cameras shall record in color with 480 lines of resolution and standard MPEG formats.
 - ii. Automatic exposure for day/night and low light capability, auto iris and auto focus.
 - iii. Position where tamper-resistant.
 - iv. Use vandal-resistant housing.
 - v. Full coverage of rights of way and garage.
 - vi. Storage resolution of 640x480 pixels minimum.
 - vii. IP-configurable storage with IP address and minimum upload speed of 1 MB.
 - viii. Accessible electronically by Police Dept.
 5. Notes for video recording equipment added:
 - i. DVR shall be have:
 - a. installed in secure place.
 - b. surge protected.
 - c. capability to export images in TIFF, BMP or JPG.
 - d. capability to export video to uncompressed non-proprietary AVI file, and maintain original aspect ratios.
 - e. capability to use least amount of compression to maintain high-resolution image quality.
 - f. Recordings shall be retained for 30 days minimum.
 - g. Architect plan shows location of video equipment in managers office.
 6. Garage
 - i. Note added: "Garage walls and ceiling shall be painted white."
 - ii. Architect plan shows that no interior walls are solid. Commercial and residential parking are separated by lower half wall and upper half fence.
 - iii. Video camera locations are noted on security/lighting plan.
 - iv. Trash Enclosure:
 - a. Architect plan show light above trash enclosure entrance via alley.
 - b. Note added: "Trash enclosure shall be secured with a lock."
 - v. Note added: "Foot-candles shall be measured on a horizontal plane and conform to uniformity ratio of 4:1 average/minimum."
 - a. Photometric report and electrical plan shall be submitted during plancheck.
 - vi. Bicycle storage
 - a. Lockers are located at the end of 2 drive aisles very near the elevator and stairs to lobby, which will have lots of people walking by (which creates visibility and will deter thieves).
 - b. Bike room is located with a door that opens to the PCH sidewalk, which will have lots of people walking (which creates visibility and will deter thieves) its door to the interior garage is kind of hidden.
 - c. Emergency call box added to garage (where?).
 - viii. Garage gates:
 - a. Architecture elevation show gate with bars (not solid).
 - b. Note added: "Garage gate access by FOB keyless entry devices."
 - ix. Photometric report and electrical plan shall be submitted during plancheck.
 - x. Sign detail added with text: "Park at own risk. Do not leave valuables in car."
 - xi. Parking is 68 cars spaces and 5 motorcycle spaces for 101 units, per State of California code (AB 774, Chau) for locations adjacent to transit stations.
 - 7. Stairways
 - i. Note added: "Interior doors shall have glazing panels 5x20 in., per UBC."
 - ii. Stairs in garage:
 - a. Stairway in residential garage to main lobby access is restricted by lobby in garage with 2 locked doors.
 - b. Walkway from commercial garage to PCH access is restricted locked door.
 - iii. Stairways:
 - a. Stairway in residential garage to main lobby is not open/visible because fire code requires concrete separate to be 2-hour fire-rated.
 - b. The 2 main stairwells are not open/visible because fire code requires concrete separate to be 2-hour fire-rated.
 - iv. Stairway in residential garage exits to garage in lobby, which is glass and provides good visibility. It connects to the main lobby, which is large and open for good visibility, and also next to the managers office.
 - v. 2 main stairwells:
 - a. Note added: "Shatter-resistant mirrors shall be installed on all stairwell landings."
 - b. Architecture plans show mirror placements on stairwell landings at each level.
 - vi. Note added: "Stairwells shall have minimum 2 foot candles of light at all levels/landings."
 - a. Photometric report and electrical plan shall be submitted during plancheck.
 - 8. Recommendations
 - b. Note added: "Garage gate access by FOB keyless entry devices."
 - ii. Note added: "Elevator access by FOB keyless entry devices."
 - iii. Detail of decorative south side masonry wall added to architect/ landscape plans.
 - iv. Detail of decorative bollards for north and east side added to landscape plan.
 - v. Note added: "Trash enclosure shall be secured with a lock."
 - vi. Landscape elevations show that flora height will not cover light fixtures.

©2017 William Hezmalhatch Architects, Inc.

1795 Long Beach Blvd. Family Apartments

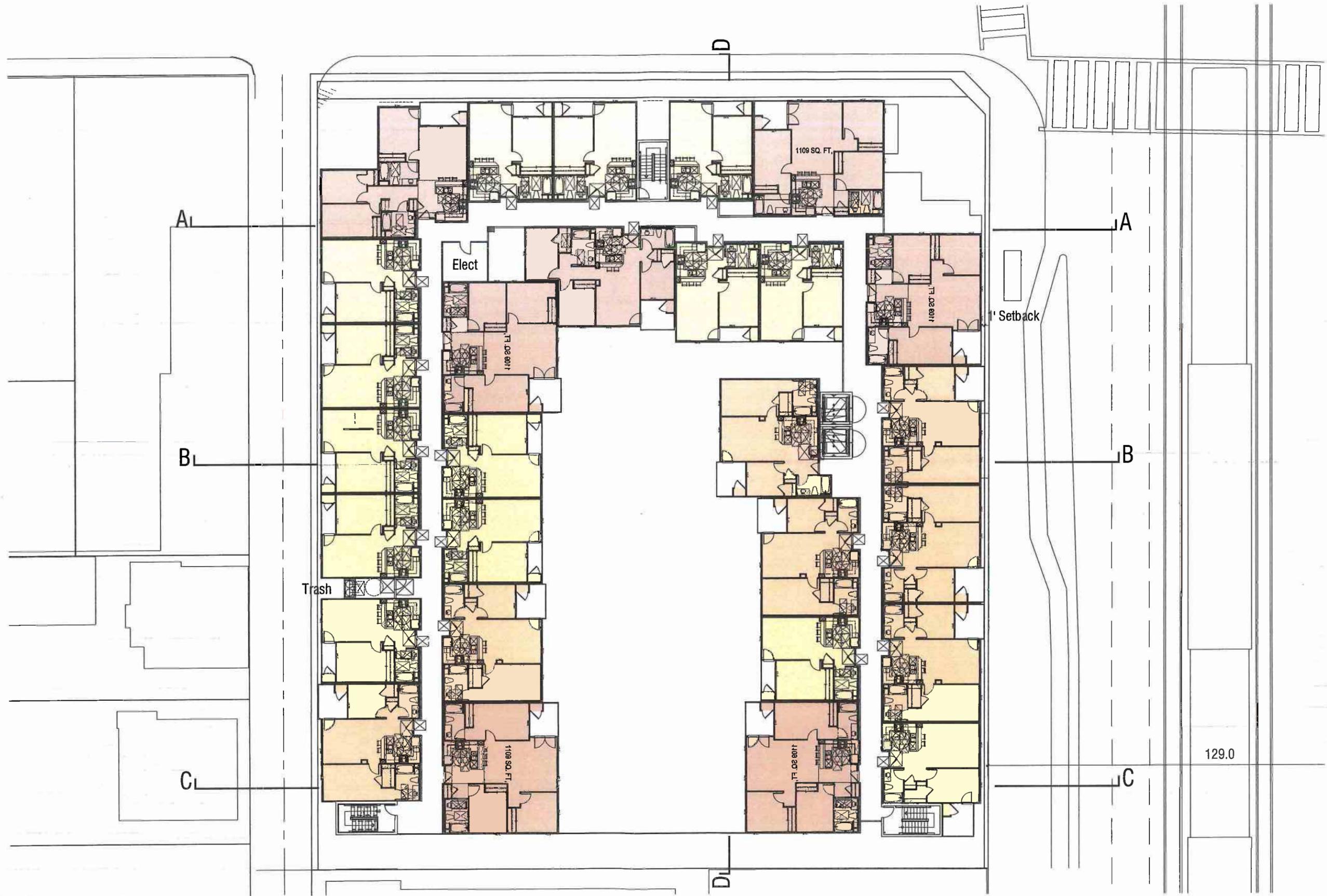
Long Beach Blvd. at Pacific Coast Highway, Long Beach, California



AMCAL Multi-Housing, Inc.
30141 Agoura Road, Suite 100
Agoura Hills, CA 91301-4332
818.706.0694

WHA Architects
2850 Redhill Ave, Suite 800
Santa Ana, CA 92705
949.250.0607

November 08, 2017	Long Beach Blvd. Family Apts.
WHA 2016163.00	APN: 7269-019-044
Level 1 - Podium A.2	
Scale: 1:10 ft printed on 30x42	



© 2017 William Hezmalhalch Architects, Inc.

1795 Long Beach Blvd. Family Apartments

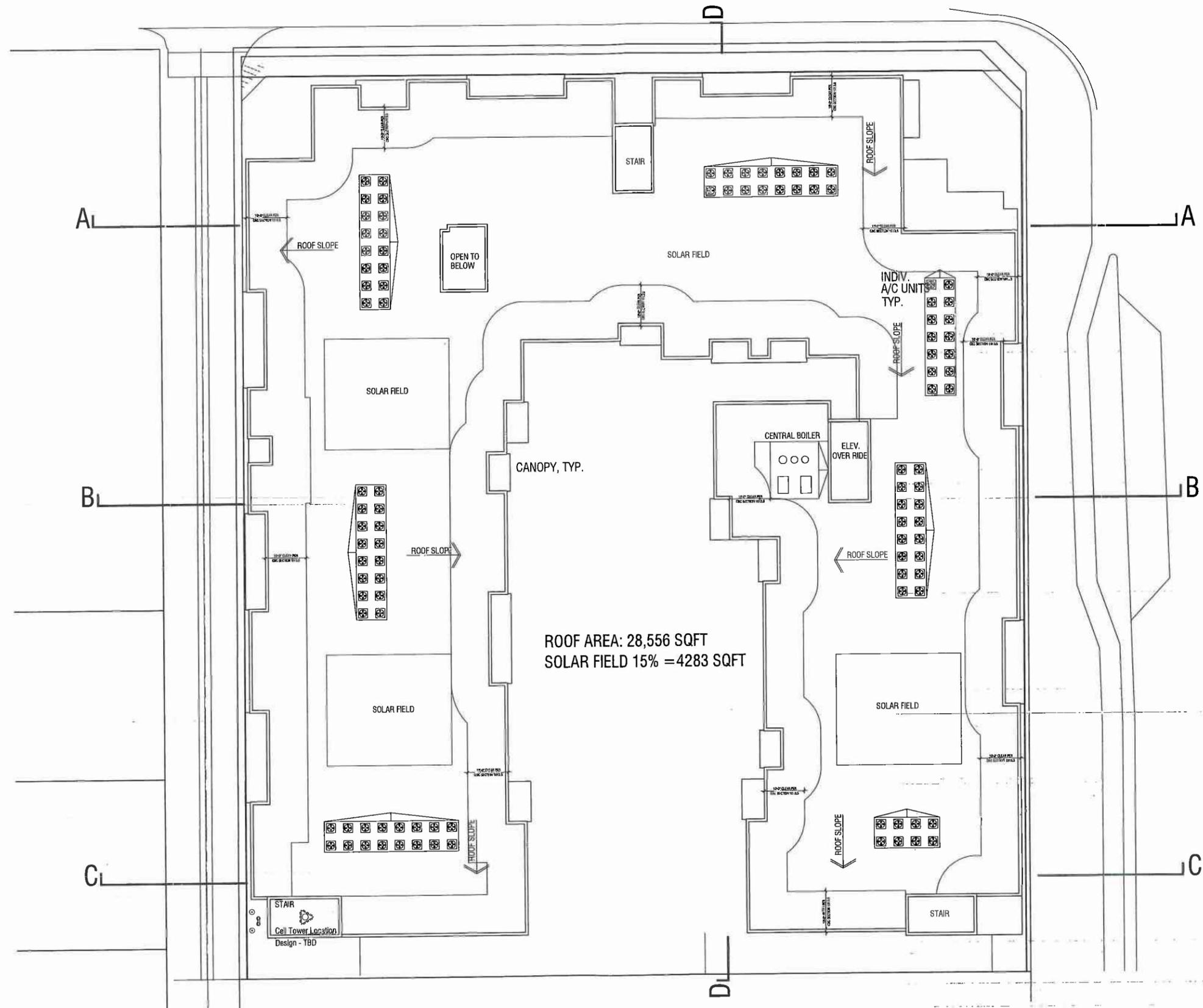
Long Beach Blvd. at Pacific Coast Highway, Long Beach, California

AMCAL Multi-Housing, Inc.
 30141 Agoura Road, Suite 100
 Agoura Hills, CA 91301-4332
 818.706.0694

WHA Architects
 2850 Redhill Ave, Suite 200
 Santa Ana, CA 92705
 949.250.0607

September 12, 2017
 WHA 2016163.00
 Levels 2 & 3 & 4
 A.3
 Scale: 1:10 if printed on 36x42

Long Beach Blvd.
 Family Apts.
 APN: 7269-019-044



©2017 William Hezmalhach Architects, Inc.

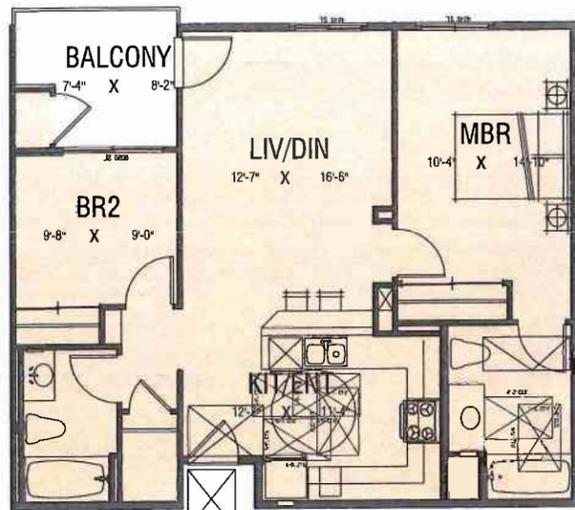
1795 Long Beach Blvd. Family Apartments

Long Beach Blvd. at Pacific Coast Highway, Long Beach, California

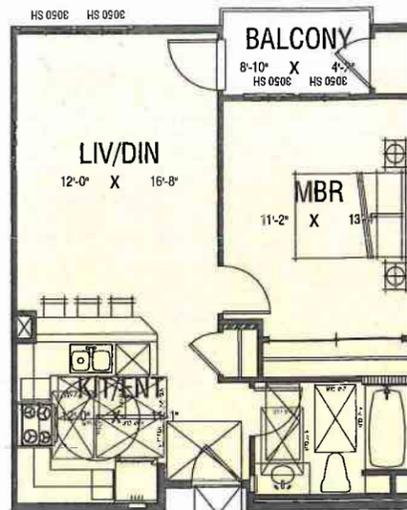
AMCAL Multi-Housing, Inc.
 30141 Agoura Road, Suite 100
 Agoura Hills, CA 91301-4332
 818.706.0694

WHA Architects
 2850 Redhill Ave, Suite 200
 Santa Ana, CA 92705
 949.250.0607

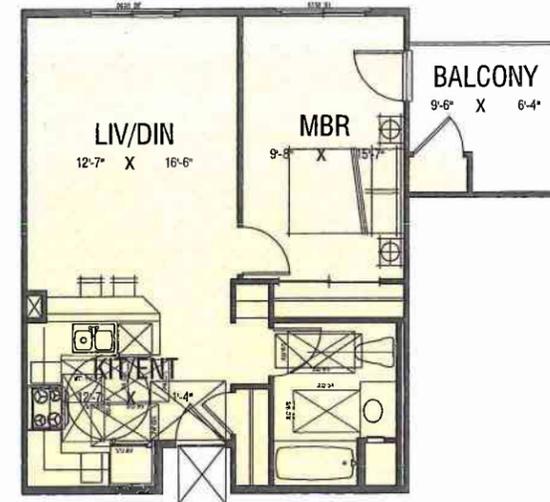
September 12, 2017	Long Beach Blvd. Family Apts.
WHA 2016163.00	APN: 7269-019-044
Roof Plan	
A.4	
Scale: 1:10 if printed on 30x42	



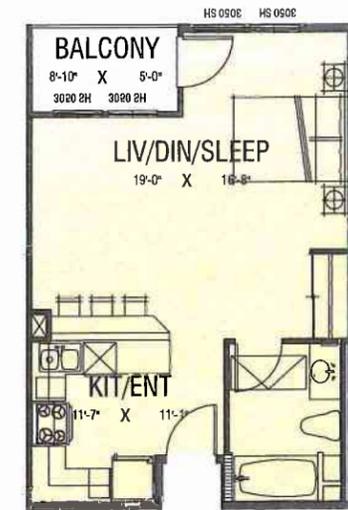
PLAN 2 - 2BR, 2BA - 830 SF



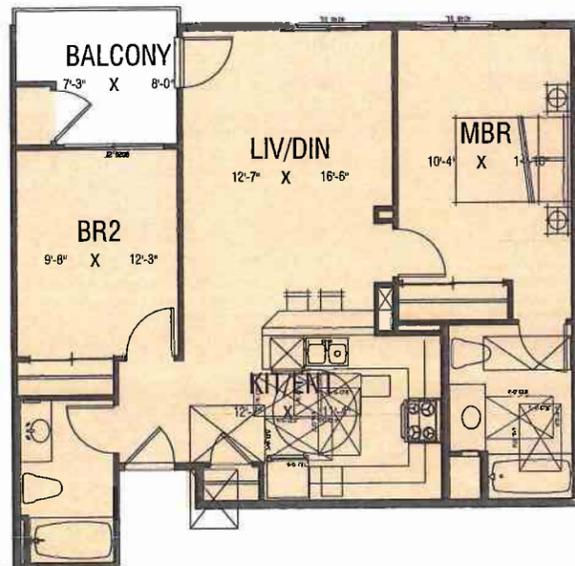
PLAN 1 - 1BR, 1BA - 600 SF



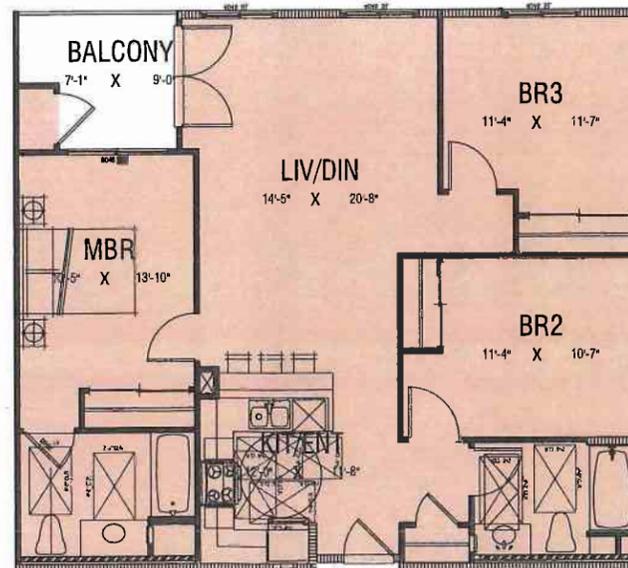
PLAN 1X - 1BR, 1BA - 616 SF



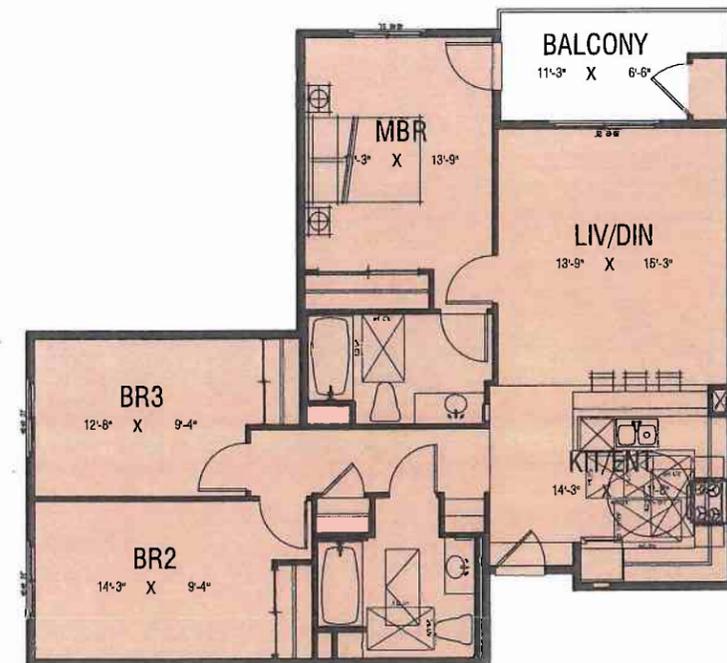
STUDIO - 466 SF



PLAN 2X - 2BR, 2BA - 816 SF



PLAN 3 - 3BR, 2BA - 1100 SF



PLAN 3X - 3BR, 2BA - 1114 SF

All Units will feature Energy Star Appliances - Dishwashers & Refrigerators

©2017 William Hezmalhatch Architects, Inc.

1795 Long Beach Blvd. Family Apartments

Long Beach Blvd. at Pacific Coast Highway, Long Beach, California



AMCAL Multi-Housing, Inc.
30141 Agoura Road, Suite 100
Agoura Hills, CA 91301-4332
818.706.0694

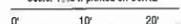
WHA Architects
2850 Redhill Ave, Suite 200
Santa Ana, CA 92705
949.250.0607

November 08, 2017

WHA 2016163.00

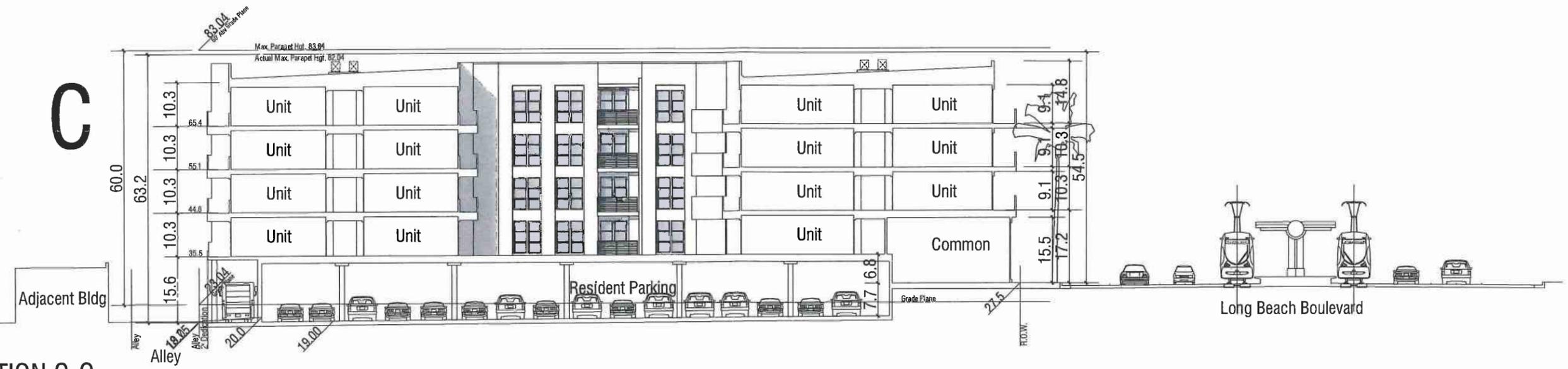
Unit Plans
A.5

Scale: 1/16" = 1' printed on 30x42"



Long Beach Blvd.
Family Apts.
APN: 7269-019-044

C



SECTION C-C

D



SECTION D-D

©2017 William Hezmalhalch Architects, Inc.

1795 Long Beach Blvd. Family Apartments

Long Beach Blvd. at Pacific Coast Highway, Long Beach, California

AMCAL **WHA**
 AMCAL Multi-Housing, Inc. 30141 Agoura Road, Suite 100 Agoura Hills, CA 91301-4332 818.706.0694
 WHA Architects 2850 Redhill Ave, Suite 200 Santa Ana, CA 92705 949.250.0607

October 23, 2017	Long Beach Blvd. Family Apts.
WHA 2016163.00	APN: 7269-019-044
Sections	
A.7	
Scale: 1/10 if printed on 30x42	

GENERAL PLAN AMENDMENT FINDINGS

Application No. 1709-46 /GPA17-006

January 9, 2018

Pursuant to Government Code Section 65358, the City Council shall not approve a General Plan Amendment unless the following findings are made. These findings and staff analysis are presented for consideration, adoption, and incorporation into the record of proceedings.

A. The proposed change will benefit public interest; and

General Plan Amendment (GPA17-006) will change the land use designations from LUD No. 3B - Moderate Density Residential and LUD No.8A - Traditional Retail Strip Commercial to LUD No.7 - Mixed Uses on 3 lots located on the west side of Long Beach Boulevard (1725-1795 Long Beach Boulevard), 7 lots located on the east side of Locust Avenue (1738 -1776 Locust Avenue) and 3 lots located on the south side of East Pacific Coast Highway (200 – 240 E. Pacific Coast Hwy.). The purpose of the amendment is to resolve inconsistency between the underlining zoning designation of Midtown Specific Plan Transit Node High(TN) District and the existing land use designations (LUD No.3B and LUD No.8A). The current Land Use Designations restrict development use and intensity. The GPA will benefit public interest by supporting new development opportunities and encourage new investment. This new development will upgrade existing public infrastructure such as sidewalks and bring new goods, services and housing opportunities for the benefit of Long Beach residents. This GPA is also consistent with other Elements of the General Plan. For example, the Housing Element stresses the importance of new housing choices at all levels of affordability. The Mobility Element stresses the importance of sidewalk and other infrastructure improvements to promote active transportation and transit. This action is consistent with the Midtown Specific Plan which underwent a thorough General Plan consistency analysis.

B. The proposed change is consistent with Zoning Designation; and

General Plan Amendment (GPA17-006) will change the land use designations from LUD No. 3B - Moderate Density Residential and LUD No.8A - Traditional Retail Strip Commercial to LUD No.7 - Mixed Uses on 3 lots located on the west side of Long Beach Boulevard (1725-1795 Long Beach Boulevard), 7 lots located on the east side of Locust Avenue (1738 -1776 Locust Avenue) and 3 lots located on the south side of East Pacific Coast Highway (200 – 240 E. Pacific Coast Hwy.). The purpose of the amendment is to resolve inconsistency between the underlining zoning designation of Midtown Specific Plan Transit Node High District and the existing land use designations (LUD No.3B and LUD No.8A).

The current Land Use Districts restrict development use and intensity. The

amendment will change the Land Use designations from LUD No. 3B- Moderate Density Residential and LUD No.8A - Traditional Retail Strip Commercial to LUD No.7 - Mixed Uses on 13 lots located in the Midtown Specific Plan. LUD No.7 allows both residential and commercial uses with densities that are consistent with the development standards for the Midtown Specific Plan Transit Node High. The purpose of this amendment is to resolve the inconsistencies and to facilitate development applications for this portion of the MTSP TN-High zone.

LOT MERGER FINDINGS

1795 Long Beach Boulevard
App. No. 1709-46 / LMG17-019
January 9, 2018

Pursuant to Section 20.228.030 of the Long Beach Municipal Code (Title 20, Subdivision Ordinance), Lot Mergers shall be required if the Zoning Administrator, at a public hearing, makes any of the following findings:

1. **ANY ONE OF SUCH CONTIGUOUS PARCELS OR UNITS HELD BY THE SAME OWNER DOES NOT CONFORM TO THE MINIMUM SIZE STANDARDS AS REQUIRED BY THE ZONING REGULATIONS, AND AT LEAST ONE OF SUCH CONTIGUOUS PARCELS IS NOT DEVELOPED WITH A SEPARATE BUILDING FOR WHICH A PERMIT HAS BEEN ISSUED BY THE CITY; OR**

The two lots that are proposed to be merged will allow the lot to become more conforming to the Midtown Specific Plan (SP1), and will allow for consolidation of the lots, to allow for the construction of a five-story, mixed-use building. The Lot Merger would create one 0.98-acre lot, which will allow the lot to conform to the SP-1 minimum lot standards.

2. **A SINGLE PROJECT IS DEVELOPED ON CONTIGUOUS LOTS IN SUCH A MANNER THAT ONE OR MORE OF THESE RECORDED LOTS COULD BE SOLD SEPARATELY FROM THIS PROJECT BUT WILL RESULT IN REDUCTION OF REQUIRED PARKING, SETBACKS, OPEN SPACES, OR VIOLATION OF OTHER DEVELOPMENT STANDARDS AS SPECIFIED IN THE CURRENT ZONING REGULATIONS.**

A five-story, mixed-use structure is proposed on the lot and will result in the reduction of required parking, setbacks, open space or other development standards in the Midtown Specific Plan or Zoning Regulations. This proposal will remedy the current lot configuration by merging two lots into one.

SITE PLAN REVIEW FINDINGS
1795 Long Beach Boulevard
Application No. 1709-46 /SPR 17-075
January 9, 2018

Pursuant to Section 21.25.506 of the Zoning Ordinance, the Planning Commission shall not approve a Site Plan Review unless the following findings are made. These findings and staff analysis are presented for consideration, adoption, and incorporation into the record of proceedings.

A. THE DESIGN IS HARMONIOUS, CONSISTENT, AND COMPLETE WITHIN ITSELF AND IS COMPATIBLE IN DESIGN, CHARACTER, AND SCALE WITH NEIGHBORING STRUCTURES AND THE COMMUNITY IN WHICH IT IS LOCATED;

The project is compatible in design, character and scale with neighboring structures and the community. The proposed project (Project) involves the construction of a five-story, mixed-use building containing 3,938 square feet of commercial space, and 102 dwelling units (101 affordable) with a total of 77 parking spaces. The project would improve the entire block frontage on the west side of Long Beach Boulevard between Pacific Coast Highway and Palmer Court (named alley). The project will create a more consistent development pattern on the corridor as its design is compatible with the existing three- to four-story residential development to the south. The project site is separated from the lower density residential development to the west by the alley. As a part of this project the alley will be widened by 2 feet for a total width of 20 feet providing additional separation from the residential units. All surrounding properties are located within the same Transit Node District of the Midtown Specific Plan and may develop to higher intensity uses in the future. However, the building design is sensitive to the existing low-scale nature of the residences located to the east as the middle section of the building only rises to the podium level and has afforded an additional seven-foot setback at the south-east corner of the building. In addition, the applicant has used placement and reduced window sizes to minimize any real or perceived issues of privacy.

The Project is harmonious, consistent, and complete within itself. The development will introduce new, quality affordable housing with a range of unit sizes to a site within the area of the Midtown Specific Plan.

The project adopts a contemporary architectural aesthetic. The ground floor uses include commercial uses that are yet to be identified, a bike storage area, and residential lobby areas. The ground floor feature is a stone veneer façade with ample storefront window openings that promote an active pedestrian-oriented streetscape.

THE DESIGN CONFORMS TO ANY APPLICABLE SPECIAL DESIGN GUIDELINES ADOPTED BY THE PLANNING COMMISSION OR SPECIFIC PLAN REQUIREMENTS, SUCH AS THE DESIGN GUIDELINES FOR R-3 AND R-4 MULTI-FAMILY DEVELOPMENT, THE DOWNTOWN DESIGN GUIDELINES, PD GUIDELINES, OR THE GENERAL PLAN;

The project site is located within the Transit Area High District of the Midtown Specific Plan. The project design conforms to Design Guidelines of the Midtown Specific Plan. With a maximum building height of 64 feet and five stories the development is consistent with the criteria set forth in the Specific Plan for properties with a depth greater than 200 feet (as measured from the property line parallel to Long Beach Boulevard). The project includes a total floor area of 145,478 square feet of 3.36 which does not exceed the maximum floor area of 4.0 allowed for this site. With the exception of the on-site manager unit, all units will be affordable.

The Midtown Specific Plan Design Guidelines emphasize the need for buildings to have a distinct architectural character with a pedestrian focus to uplift the character of the corridor and build a vital and active street life. The proposed building design achieves this purpose of the plan in a number of ways including the use of special architectural elements at the corner of the building and at entry ways. The north-east corner of the building steps back creating a glass cube tower element that highlights the patio area on the project. This step back not only serves to break up the building massing but the step back creates a plaza area that serves as an extension of the public sidewalk. At the north side of the building along Pacific Coast Highway, the building has a retail base and storage rooms for bikes with residential floors above. The building is not set back from either street frontage, but the entire property frontage on Long Beach Boulevard creates opportunities for use of the area for activation. At the north end of the building an active retail space is provided, along with storage areas for bikes. A ground floor height of 15 feet is maintained to provide for an active area, even with the property sloping from east to west.

The Project is consistent with the design guidelines in a number of other ways as well, including the provision of architectural variation between ground floor uses and upper floor uses, the incorporation of balconies, windows insets, and variations in massing, color, and finishes.

A major portion of the project is located within Land Use District No.7 –Mixed Use District of the General Plan. A small portion of the lot is located within Land Use District No.3B – Moderate Density Residential. A General Plan Amendment is proposed as part of this request to change the LUD No.3B portion of the lot to LUD No.7 to resolve inconsistencies between the General Plan and Midtown Specific Plan. This land use district change after the modification will allow for a careful

blending of different types of land use and will clear up incompatibilities. The Project combines ground floor commercial uses and a bike storage areas with dwelling units above; these are complimentary uses and conform to the General Plan. The Midtown Specific Plan replaced the Long Beach Boulevard Planned Development (PD-29) when it was adopted in 2016. The development project site and the surrounding area were changed to MTSP TN - High in order to support compact transit-oriented mixed uses and residential developments centered on the three Metro Blue line stations. The underlying Land Use Designations were to be updated as part of the City's current Land Use Element/Urban Design Element update (anticipated to occur within a year of the MTSP adoption), a Mitigation Measure was included as part of the Midtown Specific Plan Programmatic EIR to complete these GPAs within one year of the approval of the MTSP. However, the LUE/UDE update has thus far not been completed and has now hindered the review and processing of proposed development projects due to inconsistencies between the Midtown Specific Plan and the underlying General Plan Land Use Designations. The associated General Plan Amendment is intended to resolve the inconsistencies in the General Plan. The Project design is also consistent with the General Plan Housing Element. The project incorporates a mix of unit types. The General Plan identifies that the City's housing stock has a shortage of three-bedroom units which this project will help to reduce. Additionally, the project helps the City reach the following stated policies of the Housing Element:

Housing Element Policy 4.1: To Provide adequate sites to facilitate the housing production and affordability goals set forth in the 2014—2021 RHNA.

The Project supports this policy because it will develop 102 (101 affordable) new affordable rental units contributing towards the City meeting the Regional Housing Needs Assessment allocated for the 2014-2021 planning period. Specifically, 50 of the units are designated to rent to those in the extremely low-income category where 30 percent of the Area Median Income is earned and 25 units are designated at Low-Income. This project is not on the Housing Element list of sites available for housing.

Housing Element Policy 4.2: Encourage a balance of rental and homeownership opportunities, including high-quality apartments, townhomes, condominiums, and single-family homes to accommodate the housing needs of all socioeconomic segments of the community, including large families.

This project is consistent with this policy to provide high-quality housing to meet all socioeconomic segments of the community including large families. The project includes a mix of unit types ranging from one- to three-bedroom units. All but one of the units will be affordable. This project further supports this policy because

twenty-five percent (25 units) of the units will have three bedrooms. Large families require a unit size with a minimum of three bedrooms.

Housing Element Policy 4.5: Encourage residential development along transit corridors in the downtown and close to employment, transportation, and activity centers; and encourage infill and mixed-use in designated districts.

This project is consistent with this policy as the project is an infill development of mixed-use building on Long Beach Boulevard, the City's major transit corridor. The Long Beach Transit stop is directly in front of the lot and the entrance to the Anaheim Metro Blue Line stop is across the street.

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

The 0.98-acre (net) project site is comprised of two parcels that contain mature palm trees. It is impossible to keep any existing mature tree located on the property because the proposed five-story building will be placed on approximately 95% of the lot. However, the project will provide additional street trees that will enhance the street frontage. There are no existing parkway trees along the site's boundaries.

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

The developers are required to comply with all public improvement requirements including parkway improvements and property dedications found by the Department of Public Works to apply to this project. The Project design has incorporated a City-required two-foot dedication along the alley and seven-foot dedication along Pacific Coast Highway creating a standard-width alley and sidewalk. The increase in on-site development intensity and the potential pedestrian and transit traffic generated by the Project necessitates these public improvements.

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

The Project contains less than 25,000 square feet of new, non-residential development and thus is exempt from Transportation Demand Management requirements. However, there is ample opportunity from this location for residents, patrons, employees, workers, and visitors to utilize transit; the Project site is within a Long Beach Transit stop and directly adjacent to a Metro Blue Line stop. In addition, per the Mobility Element of the General Plan, a Class III

Bikeway/Sharrows Lane is planned for Long Beach Boulevard. Additionally, the Project has incorporated a ground floor bicycle storage for up to 55 bicycles into its design.

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

The Project is a new mixed-use development containing over 50,000 square feet of gross floor area and is thus subject to meeting the intent of Leadership in Energy and Environmental Design (LEED) at the certified level. The section's other green building requirements – one bicycle parking stall for every five residential units, solar-ready rooftops, and designated recyclable materials collection areas in all project trash collection area – will also be met. Furthermore, the project will be designed to meet Title 24.

November 2017 | Addendum to the Midtown Specific Plan EIR
SCH No. 2015031034

General Plan Amendments for PCH/Long PCH/Long Beach Boulevard Transit Node for City of Long Beach

Prepared for:

City of Long Beach
Contact: Gina Casillas, Planner
Development Services Department, Planning Bureau
333 W. Ocean Boulevard, 5th Floor
Long Beach, California 90802
562.570.6879
Gina.Casillas@longbeach.gov

Prepared by:

PlaceWorks
Contact: Nicole Morse, Esq.,
Principal, Environmental Services
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com

Table of Contents

Section	Page
1. INTRODUCTION.....	1
1.1 BACKGROUND, PURPOSE, AND SCOPE.....	1
1.2 INCORPORATION BY REFERENCE.....	9
2. ENVIRONMENTAL FINDINGS.....	11
2.1 ENVIRONMENTAL PROCEDURES.....	11
2.2 ENVIRONMENTAL ANALYSIS.....	12
3. ENVIRONMENTAL DETERMINATION.....	21

Table of Contents

List of Figures

Figure		Page
Figure 1	Vicinity Map.....	5
Figure 2	Proposed General Plan Amendments	7

1. Introduction

1.1 BACKGROUND, PURPOSE, AND SCOPE

This document is an Addendum to the previously certified Environmental Impact Report (EIR) (State Clearinghouse No. 2015031034) for the adopted Midtown Specific Plan (Approved Project of Midtown Specific Plan) and addresses proposed land use designation changes to the Pacific Coast Highway/Long Beach Boulevard transit node area of the Midtown Specific Plan (Proposed Project). Refer to Section 1.1.3, *Proposed Project*, of this document for a detailed project description.

The 2016 Draft EIR and 2016 Final EIR of the Approved Project (collectively referred to as the 2016 Certified EIR), in conjunction with this EIR Addendum, serve as the environmental review for the Proposed Project, as required by the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Sections 15000–15387). Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Long Beach (City) is the Lead Agency charged with deciding whether or not to approve the Proposed Project. This EIR Addendum addresses the potential environmental impacts associated with the Proposed Project as compared to the Approved Project. The Proposed Project is limited to the Project Area as it involves a change in land use designations for only this portion of the overall area covered by the Midtown Specific Plan (Specific Plan Area, which totals 369 acres). A description of the Approved Project and Proposed Project are provided below.

1.1.1 Approved Project (Midtown Specific Plan)

The Approved Project analyzed in the 2016 Certified EIR consists of City adoption of the Midtown Specific Plan (Specific Plan Area), extraction of the two residential blocks around Officer Black Park from PD-29 (Area Outside the Specific Plan), and retention of the underlying conventional zoning designations already in place for the two extracted residential blocks. The Approved Project also includes the closure of a few roadway segments that intersect with Long Beach Boulevard. Each of the project areas and components is described below.

Specific Plan Area

The Approved Project provides a framework for the development and improvement of a 369-acre corridor along Long Beach Boulevard. The Midtown Specific Plan Area currently contains just under 1,900 residential units and a little over 2.6 million square feet of commercial and employment uses, as well as medical facilities with over 950 licensed hospital beds and three hotels with approximately 200 hotel rooms. The Approved Project increased the number of permitted residential units within the Midtown Specific Plan Area to just over 3,600 units—approximately 1,700 more than existing conditions but about 2,200 less than would be allowed under the current PD-29 zoning.

1. Introduction

The Midtown Specific Plan allows commercial and employment building square footage of 2.9 million square feet (a net increase of almost 369,000 square feet over existing conditions) by concentrating and intensifying development at key transit and employment nodes. The buildout projections for the Specific Plan assume a small increase in the number of licensed hospital beds (27 beds) and the addition of a business hotel with up to 81 hotel rooms.

Area Outside the Specific Plan

As stated above, the Approved Project includes an area outside of, but adjacent to the Specific Plan Area boundary; the area comprises approximately four acres around Officer Black Park. Existing land uses within this area consists of 76 dwelling units and 11,346 square feet associated with the existing church; this area also contains Officer Black Park.

Under the Approved Project, the two residential blocks around Officer Black Park were extracted from PD 29 and retained their underlying conventional zoning designations: Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). The proposed extraction did not require an amendment to the City's zoning map, as the underlying conventional zoning designations were already in place. With the exception of the zoning designation revisions, no physical change (e.g., additional development intensity, redevelopment) was proposed; the EIR assumed no physical changes would occur within this area and all existing uses would remain.

Roadway Segment Closures

The Approved Project included the closure of the following roadway segments to vehicular traffic in order to create parklets (small street parks): 25th Street west of Long Beach Boulevard; 25th Street east of Long Beach Boulevard; 23rd Street west of Long Beach Boulevard; 23rd Street east of Long Beach Boulevard; 21st Street west of Long Beach Boulevard; 21st Street east of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach Boulevard; 15th Street west of Long Beach Boulevard; 15th Street east of Long Beach Boulevard; and 14th Street east of Long Beach Boulevard.

Approved Project Approvals

Implementation of the Approved Project required the project approvals listed in Table 2.

Table 1 Project Approvals for Approved Project

Lead Agency	Action
Long Beach City Council	Adoption of the Midtown Specific Plan Adoption of a Zone Change Certification of the EIR Adoption of Findings of Fact and Statement of Overriding Considerations (if required) Adoption of the Mitigation Monitoring Program
Responsible Agencies	Action
Los Angeles Regional Water Quality Control Board	Issuance of a National Pollution Discharge Elimination System Permit (NPDES) for future construction activities

1. Introduction

1.1.2 2016 Certified EIR

On June 24, 2016, the Long Beach City Council certified the 2016 Certified EIR and adopted the Approved Project. The 2016 Certified EIR analyzed environmental impacts of the Approved Project. Most impacts identified in the EIR were determined to be less than significant after implementation of mitigation measures. However, the following impacts were determined to be significant and unavoidable even after implementation of feasible mitigation:

- **Air Quality Standards (Construction).** The Approved Project was found to generate short-term emissions that exceed the South Coast Air Quality Management District's (SCAQMD) regional construction significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin.
- **Air Quality (Operational).** The Approved Project was found to generate long-term emissions that exceed SCAQMD's regional operational significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin.
- **Air Quality (Construction).** It was determined that construction activities related to buildout of the Approved Project could expose sensitive receptors to substantial pollutant concentrations of NO_x, CO, PM₁₀, and PM_{2.5}.
- **Air Quality Plan (Construction and Operational).** It was determined that the Approved Project is a regionally significant project that would contribute to an increase in frequency or severity of air quality violations in the South Coast Air Basin and would conflict with the assumptions of the applicable Air Quality Management Plan.
- **Greenhouse Gas (GHG) Emissions (Operational).** It was determined that buildout of the Approved Project would result in a substantial increase in GHG emissions compared to existing conditions and would not meet SCAQMD's Year 2035 Target efficiency metric of 2.4 metric tons of CO_{2e} per year per service population or the long-term GHG reduction goal under Executive Order S-3-05.
- **Noise (Construction).** It was determined that noise from construction activities associated with future development projects that would be accommodated by the Approved Project could result in substantial impacts to sensitive receptors.

1.1.3 Proposed Project

The City is processing two General Plan Amendments (GPA 17-005 and GPA 17-006) to implement land use designation changes to the Pacific Coast Highway/Long Beach Boulevard transit node area of the Midtown Specific Plan. The combined Project Area consist of 24 parcels and is north of E. 16th Street between Locust Avenue to the west and Long Beach Boulevard to the east, see Figure 1, *Vicinity Map*. GPA 17-005 addresses the Project Area north of E. Pacific Coast Highway (PCH) and GPA 17-006 addresses the Project Area south of PCH.

1. Introduction

The Proposed Project includes two separate applications.

- **Application No. 1709-35** consists of GPA 17-005, site plan review (SPR 17-044), and a lot merger (LMG 17-015) to change the current land use designations for 11 parcels in the Project Area north of PCH from Moderate Density Residential (LUD #3B) and Traditional Retail Strip Commercial (LU #8A) to Mixed Use District (LUD #7). This application would also allow for the development of 48 dwelling units at 1838-1852 Locust Avenue.
- **Application No. 1709-46** consists of GPA 17-006, site plan review (SPR 17-075), and a lot merger (LMG 17-019) to change the current land use designations for 13 parcels in the Project Area south of PCH from Moderate Density Residential (LUD #3B) and Traditional Retail Strip Commercial (LU #8A) to Mixed Use District (LUD #7). This application would also allow for the development of 102 dwelling units at 1795 Long Beach Boulevard.

General Plan Amendments

A general plan amendment was not processed at the time of adoption of the Approved Project because the updated General Plan Land Use Element was expected to be adopted within a year of the Approved Project adoption. However, the General Plan Land Use Element update has not been completed, resulting in an inconsistency between the Midtown Specific Plan zoning districts and the current General Plan land use designations. Therefore, the general plan amendments are needed to resolve the inconsistencies and to facilitate development opportunities for the 24 parcels that make up the Project Area.

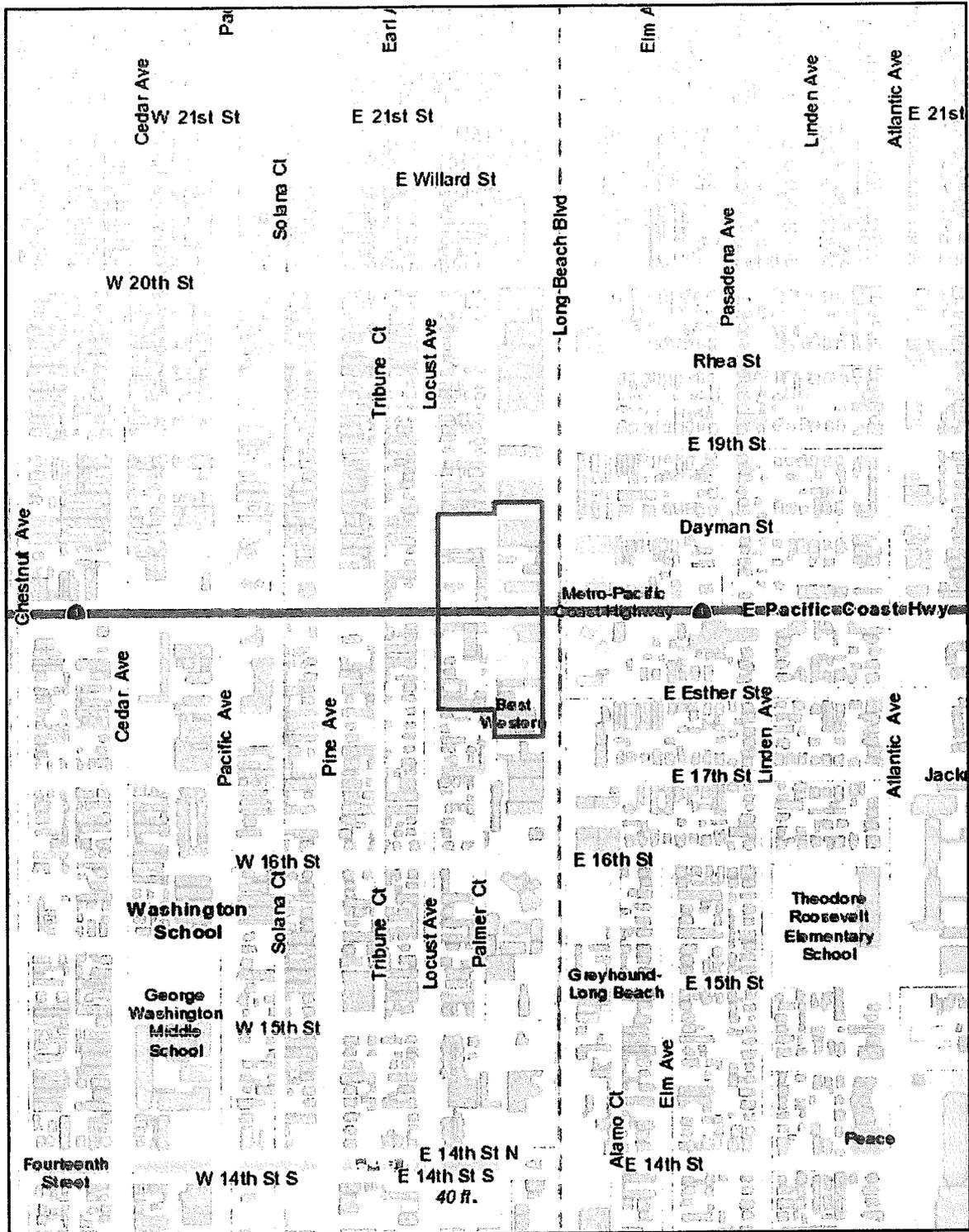
The proposed general plan amendments would convert the existing land uses to Mixed Use District LUD #7, which is consistent with the underlying Midtown Specific Plan zoning of Transit Node High. Mixed Use District LUD #7 allows both residential and mixed uses, see Figure 2, *Proposed General Plan Amendments*. The Transit Node High designation is a sub-category of the Transit Node (TN) District of the Midtown Specific Plan. The TN District supports compact, transit-oriented mixed-use and residential development centered on the three Metro Blue Line stations.

Site Plan Reviews and Lot Mergers

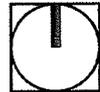
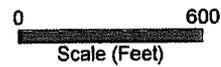
The proposed site plan reviews and lot mergers were analyzed in the following documents, which are included as exhibits to the staff report and are incorporated herein by reference:

- Environmental Compliance Checklist: Midtown Specific Plan Program Environmental Impact Report, 1836-1852 Locust Avenue, Application No. 1709-35, SPR 17-044/LMG17-015, dated December 7, 2017.
- Environmental Compliance Checklist: Midtown Specific Plan Program Environmental Impact Report, 1795 Long Beach Boulevard, Application No. 1709-46, SPR 17-075/LMG 17-019, dated December 7, 2017.

Figure 1- Vicinity Map



Project Boundary



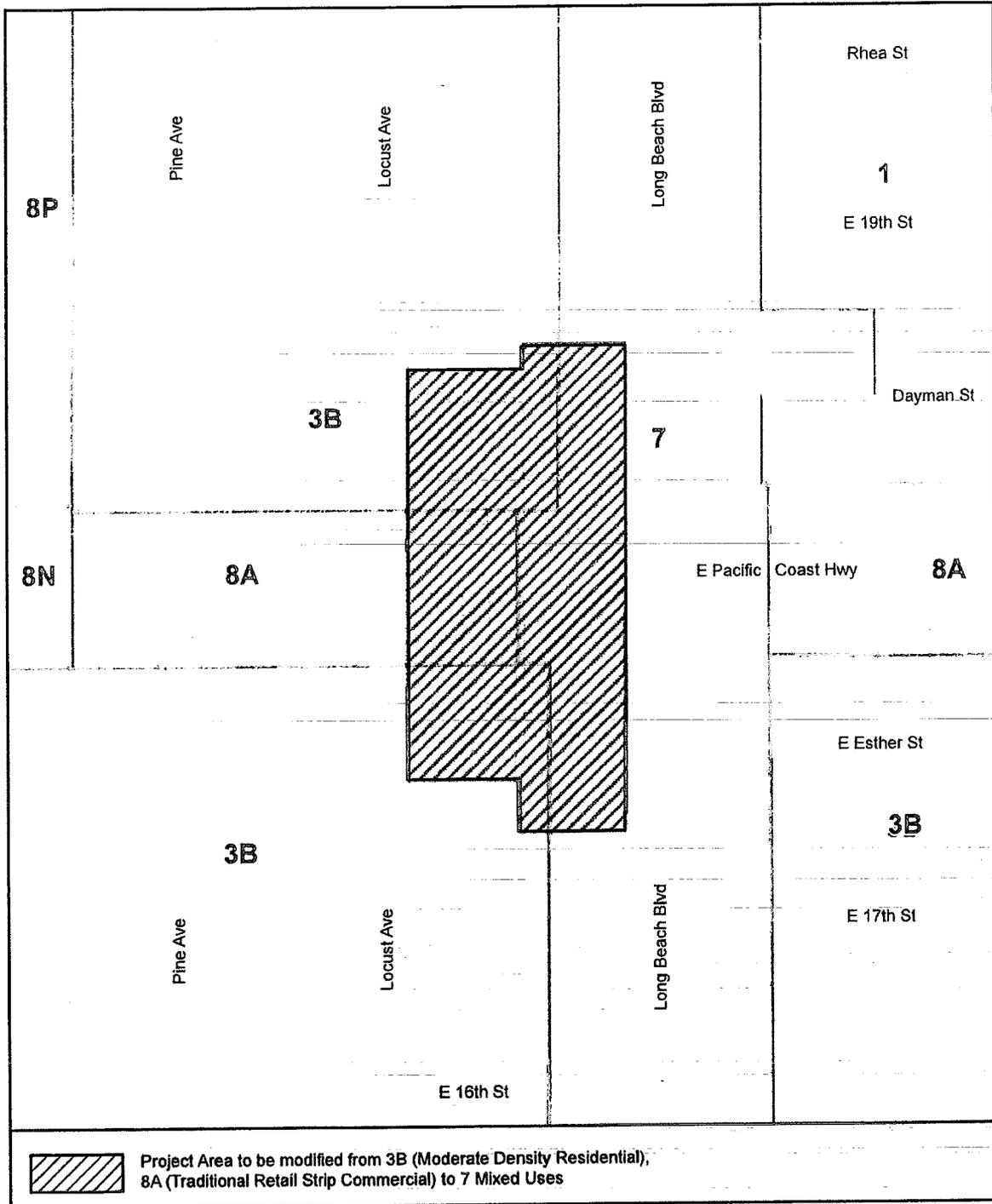
Source: ESRI, 2017

PlaceWorks

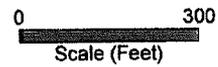
1. Introduction

This page intentionally left blank.

Figure 2 - Proposed General Plan Amendments



Source: ESRI, 2017



PlaceWorks

1. Introduction

This page intentionally left blank.

1. Introduction

Proposed Project Buildout

The Proposed Project would create consistency between the General Plan land use designations and the adopted Specific Plan zoning; it would not increase the allowable development in the Project Area. The Project Area is within the 20-acre Transit Node District #6, which allows 30-60 dwelling units per acre, for a total of 362 dwelling units, 297,125 commercial square feet, and 102 hotel rooms. Development of both the 1836-1852 Locust Avenue (48 units) and 1795 Long Beach Boulevard (102 units) projects would be within the overall buildout assumed for the Project Area.

Lead Agency and Discretionary Approvals

This EIR Addendum documents the City's consideration of the potential environmental impacts resulting from the Proposed Project and explains why CEQA analysis in the form of a subsequent EIR or supplemental EIR is not required. The City of Long Beach is the lead agency and has approval authority over the Proposed Project. Discretionary approvals for the Proposed Project include:

Application No. 1709-35

- General Plan Land Use Amendment (GPA 17-005)
- Site Plan Review (SPR 17-044)
- Lot Merger (LMG 17-015)

Application No. 1709-46

- General Plan Land Use Amendment (GPA 17-006)
- Site Plan Review (SPR 17-075)
- Lot Merger (LMG 17-019)

1.2 INCORPORATION BY REFERENCE

This Addendum incorporates by reference the technical studies provided in the appendices and the documents described below in accordance with CEQA Guidelines § 15148 and 15150.

- City of Long Beach Midtown Specific Plan
- Final EIR for the City of Long Beach Midtown Specific Plan (SCH No. 2015031034), dated March 2016.
- Environmental Compliance Checklist: Midtown Specific Plan Program Environmental Impact Report, 1836-1852 Locust Avenue, Application No. 1709-35, SPR 17-044/LMG17-015, dated December 7, 2017.
- Environmental Compliance Checklist: Midtown Specific Plan Program Environmental Impact Report, 1795 Long Beach Boulevard, Application No. 1709-46, SPR 17-075/LMG17-019, dated December 7, 2017.

1. Introduction

The technical studies and documents are available for review at the City of Long Beach, Development Services Department, 333 West Ocean Boulevard, 5th Floor, Long Beach, CA 90802.

2. Environmental Findings

The CEQA Guidelines provide detailed information on when a subsequent EIR, supplemental EIR, and EIR Addendum can be prepared. This chapter considers the provisions of CEQA Guidelines Sections 15162, 15163, and 15164 and analyzes impacts associated with the changes to the Approved Project.

2.1 ENVIRONMENTAL PROCEDURES

Pursuant to CEQA and the State CEQA Guidelines, the City's review of the Addendum focuses on the potential environmental impacts associated with the Proposed Project that might cause major revisions to the 2016 Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects pursuant to State CEQA Guidelines Section 15162.

Pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162, when an EIR has been certified or a negative declaration adopted for a project, no subsequent or supplemental EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

- Substantial project changes are proposed that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified or the negative declaration was adopted shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration.
 - B. Significant effects previously examined will be substantially more severe than identified in the previous EIR.
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.

2. Environmental Findings

- D. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

If some changes or additions to the previously prepared EIR or negative declaration are necessary, but none of the conditions specified in Section 15162 are present, the lead agency shall prepare an addendum (CEQA Guidelines Section 15164[a]).

This Addendum analyzes the potential impacts of the Proposed Project as compared to the Approved Project and any changes to the existing conditions that have occurred since certification of the 2016 Certified EIR. It also reviews any new information related to environmental impacts, mitigation measures and/or alternatives (if any) that was not known and could not have been known with exercise of reasonable diligence at the time that the 2016 Certified EIR was certified. It further examines whether, as a result of any changes or any new information, a Subsequent EIR or negative declaration may be required. This examination includes an analysis of the provisions of CEQA Section 21166 and State CEQA Guidelines Section 15162 and their applicability to the Proposed Project.

2.2 ENVIRONMENTAL ANALYSIS

This section describes the requirements for the preparation of a Subsequent EIR and EIR Addendum and demonstrates why the preparation of an Addendum to the 2016 Certified EIR is appropriate for the Proposed Project.

2.2.1 CEQA Guidelines, Section 15162: Subsequent EIRs and Negative Declarations

CEQA Guidelines Section 15162(a) states,

When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. **No substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.** (14 CCR Section 15162[a][1])

Approval of the Proposed Project would not require major revisions to the 2016 Certified EIR because no new significant environmental effects or substantial increase in the severity of previously identified significant effects would occur. The change in General Plan land use designations associated with the Proposed Project would bring the Project Area into consistency with the underlying Midtown Specific Plan zoning of the Project Area. Furthermore, development of the Proposed Project would not result in a new significant environmental effect or cause a substantial increase in the severity of impacts identified in the 2016 Certified EIR.

2. Environmental Findings

The analysis below, which discusses environmental topic areas listed in Appendix G of the CEQA Guidelines, demonstrates that no substantial changes are proposed and no major revisions of the 2016 Certified EIR would be required due to approval of the Proposed Project.

Aesthetics. The Project Area is buildout out with buildings and surface parking with the exception of a vacant lot at 1836-1852 Locust Avenue. There have been no substantial changes to the existing Project Area since adoption of the 2016 Certified EIR that would require changes to the EIR. The proposed general plan amendments would bring the Project Area into consistency with the underlying Midtown Specific Plan zoning and buildout assumptions used for that area. Future development would be subject to the Midtown Specific Plan zoning standards for setbacks, height requirements, and building design as analyzed in the 2016 Certified EIR. The Proposed Project is consistent with the Midtown Specific Plan. Therefore, any changes to the aesthetic or visual character of the Project Area or its surroundings has already been accounted for in the 2016 Certified EIR. No new or substantially greater impacts related to aesthetics would occur.

Agriculture and Forestry Resources. No agricultural or forestry resources were identified for the Project Area in the 2016 Certified EIR. This fact remains unchanged for the Proposed Project. No new impacts or substantially greater impacts related to agricultural or forestry resources would occur.

Air Quality. The Proposed Project would not increase the development assumptions analyzed for the Project Area in the 2016 Certified EIR. Therefore, there would be no increase in square footage, population, or vehicle trips that would result in an increase in construction or operational emissions compared to the Approved Project. Mitigation Measures AQ-1 through AQ-6 would apply to the Proposed Project. Therefore, no new or substantially greater impacts related to air quality would occur.

Biological Resources. The 2016 Certified EIR found that the Project Area is generally graded, previously-disturbed, and highly urbanized, and, therefore, does not support sensitive biological habitats, communities, species, or wetlands. No biological resources or habitat conservation plans were identified for the Project Area in the 2016 Certified EIR. This fact remains unchanged for the Proposed Project. Therefore, as with the Approved Project, the Proposed Project would not impact such resources. No new impacts or substantially greater impacts related to biological resources would occur.

Cultural Resources. The 2016 Certified EIR identified 66 potential historical resources that required further evaluation pursuant to Mitigation Measure CUL-1. Redevelopment projects are also required to implement Mitigation Measure CUL-2 to protect other potential historical properties that turn 50 years old after adoption of the Midtown Specific Plan. No new historical resources have been identified in the Project Area since adoption of the Midtown Specific Plan. The Proposed Project would not expand the proposed development area or result in impacts to new or previously unknown cultural resources. Development within the Project Area is comply with Mitigation Measures CUL-1 and CUL-2. Therefore, no new or substantially greater impacts related to cultural resources would occur.

Geology and Soils. Implementation of the Proposed Project would not result in a change in buildout or development area. Therefore, impacts related to geology and soils would be the same as the Approved Project and less than significant. No new or substantially greater impacts related to geology and soils would occur.

2. Environmental Findings

Greenhouse Gas Emissions. The Proposed Project would not increase the development assumptions analyzed for the Project Area in the 2016 Certified EIR. Therefore, there would be no increase in square footage, population, or vehicle trips that would result in an increase in GHG emissions compared to the Approved Project. No new or substantially greater impacts related to GHG emissions would occur.

Hazards and Hazardous Materials. Implementation of the Proposed Project would not result in a change in buildout or development area. Therefore, impacts related to geology and soils would be the same as the Approved Project. Development within the Project Area would be required to comply with Mitigation Measures HAZ-1 and HAZ-2. Therefore, no new or substantially greater impacts related to hazards and hazardous materials would occur.

Hydrology and Water Quality. The existing conditions have not changed in the Project Area since certification of the 2016 Certified EIR. The 2016 Certified EIR determined that the Adopted Project would not increase runoff over existing conditions, except where single-family residential would be redeveloped as multifamily residential. Additionally, the Adopted Project required drainage improvements specified in Mitigation Measures HYD-1 through HYD-4, which are consistent with those outlined in the 2005 Master Plan of Drainage Update and identified by the City of Long Beach Public Works Department.

Implementation of the Proposed Project would not result in a change in buildout or development area. Therefore, impacts related to geology and soils would be the same as the Approved Project. Development within the Project Area would be required to comply with Mitigation Measures HYD-1 through HYD-4. Therefore, no new or substantially greater impacts related to hydrology and water quality would occur.

Land Use and Planning. The Proposed Project involves a change in General Plan land use designations for the Project Area to bring the area into consistency with the underlying Midtown Specific Plan zoning of the Project Area. The Proposed Project implements a requirement of the Adopted Project. Specifically, Mitigation Measure LU-1 states the following:

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

A future General Plan Amendment may also require revisions to tables and exhibits in the Mobility Element pertaining to roadway classifications and closures associated with the Midtown Specific Plan. The specific roadway closures under the Midtown Specific Plan include 25th Street, 23rd Street, 21st Street, and 15th Street east and west of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach

2. Environmental Findings

Boulevard; and 14th Street east of Long Beach Boulevard. Roadway amendments will be processed as the time of individual roadway character change projects

Therefore, the Proposed Project would not result in any new or substantially greater impacts related to land use and planning. In fact, the Proposed Project would result in a beneficial impact as it would remove the current inconsistencies between the Midtown Specific Plan zoning and current General Plan land use designations of the Project Area.

Mineral Resources. No mineral resources were identified for the Project Area in the 2016 Certified EIR. This fact remains unchanged for the Proposed Project. No new impacts or substantially greater impacts related to mineral resources would occur.

Noise. The Proposed Project would not increase the development assumptions analyzed for the Project Area in the 2016 Certified EIR. Therefore, there would be no increase in square footage, population, or vehicle trips that would result in an increase in construction or operational-related noise impacts compared to the Approved Project. Mitigation Measures N-1 through N-5 would apply to the Proposed Project. Therefore, no new or substantially greater impacts related to noise would occur.

Population and Housing. Project implementation would not result in the generation of additional housing or population, nor the additional removal of existing housing or population. Residential development and increase in population that would occur within the Project Area (as accommodated by the Midtown Specific Plan) was already considered and analyzed in the 2016 Certified EIR. Therefore, any increase in housing and population for the Project Area has already been accounted for in the 2016 Certified EIR. No new or substantially greater impacts than related to population and housing would occur.

Public Services. Implementation of the Proposed Project would not result in impacts to or need for additional public services, including fire, police, school, and library. While the Proposed Project involves development and a change in land use designations for the Project Area, its impacts to public services were already considered and analyzed in the 2016 Certified EIR. Therefore, the impacts to public services as a result of actual development permitted within the Project Area have already been accounted for in the 2016 Certified EIR. The demand for public services would not change under the Proposed Project, and no new or substantially greater impacts related to public services would occur.

Recreation. Impacts to recreational facilities and services were already considered and analyzed in the 2016 Certified EIR. The Proposed Project would not increase the need for additional recreational resources. Therefore, the impacts to recreational facilities and services as a result of actual development permitted within the Project Area have already been accounted for in the 2016 Certified EIR. The demand for recreational facilities and services would not change under the Proposed Project, and no new or substantially greater impacts related to recreation would occur.

Transportation and Traffic. As stated previously, the Proposed Project would not generate additional traffic (vehicular, pedestrian, or bicycle) compared to the Adopted Project and building assumptions used in the 2016 Certified EIR. Development that would occur within the Project Area is and its impacts to

2. Environmental Findings

transportation and traffic were already analyzed and mitigated for in the 2016 Certified EIR. Development is required to comply with Mitigation Measures TRAF-1 and TRAF-2.

TRAF-1 requires preparation of a site-specific traffic study as part of the subsequent review for development projects. The *Site-Specific Traffic Impact Study prepared for the development at 1836-1852 Locust Avenue*, prepared by KOA Corporation (October 2017) determined that the addition of project-related traffic to the adjacent intersection of Long Beach Boulevard and Pacific Coast Highway and Palmer Court and Pacific Coast Highway would not cause any significant impacts. Additionally, the *Traffic Impact Analysis, 1795 Long Beach Boulevard Mixed-Use Development Project, Long Beach, California* prepared by Linscott, Law & Greenspan Engineers (June 27, 2017) determined that the addition of project-related traffic would not significantly impact surrounding area intersections. Specifically, no significant impact would occur at: 1) Pacific Avenue at PCH, 2) N. Palmer Court at PCH, 3) Long Beach Boulevard at PCH, 4) N. Palmer Court at 16th Street, or 5) Long Beach Boulevard at 16th Street under existing plus project and cumulative year 2020 conditions. Therefore, the proposed project has satisfied the requirements of Mitigation Measure TRAF-1.

No new or substantially greater impacts related to transportation and traffic would occur.

Utilities and Service Systems. Implementation of the Proposed Project would not result the need for additional utilities or services systems, including water and wastewater collection and treatment facilities and systems, drainage facilities and systems, and solid waste facilities. The Proposed Project would be required to comply with Mitigation Measures USS-1 and USS-2 of the 2016 Certified EIR. The demand for utilities and service systems would not change under the Proposed Project, and no new or substantially greater impacts related to utilities and service systems would occur.

Conclusion. In accordance with the CEQA Guidelines, since none of the conditions specified in Section 15162 are present, the City has determined that an Addendum to the 2016 Certified EIR is the appropriate form of environmental review for the Proposed Project.

- 2. No substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. (14 CCR Section 15162(a)(2))**

Approval of the Proposed Project would not require major revisions to the 2016 Certified EIR because no substantial changes have occurred with respect to the circumstances under which the Approved Project was undertaken. Existing conditions of the Project Area have not changed since adoption of the Approved Project and certification of the 2016 Certified EIR. The revisions under the Proposed Project would not result in any physical changes to the environment that would cause new significant effects or increase the severity of previously identified impacts.

Although a statement of overriding considerations was made in conjunction with the 2016 Certified EIR, substantial changes in the circumstances under which the project was undertaken have not occurred since the Approved Project was adopted on June 24, 2016. No substantial increases in the severity of impacts would

2. Environmental Findings

occur. Therefore, the Proposed Project would not have new significant environmental effects or substantially increase the severity of previously identified significant effects due to changes in circumstances.

3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

- a. **The project will not have one or more significant effects not discussed in the previous EIR.** (14 CCR Section 15162(a)(3)(A))

No new information has been introduced that would increase the severity of the identified cumulative impacts or cause new significant effects not discussed in the 2016 Certified EIR. The change in land use designations under the Proposed Project is not considered new information of substantial importance that was not previously known. The Proposed Project would not increase previously identified impacts or result in new areas of development or other changes to the physical environment outside the original project area.

- b. **Significant effects previously examined will not be substantially more severe than shown in the previous EIR.** (14 CCR Section 15162(a)(3)(B))

No new information has been introduced that would increase the severity of impacts discussed in the 2016 Certified EIR. The Proposed Project does not propose nor allow new development or other changes to the physical environment that were not previously analyzed.

- c. **No mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative”** (14 CCR Section 15162(a)(3)(C))

The 2016 Certified EIR incorporated all feasible mitigation measures. Since certification of the 2016 Certified EIR, no new, previously unknown information of substantial importance has come to light that would affect the mitigation measures that were adopted or the alternatives that were considered as a part of the decision-making process.

The Proposed Project would not create new significant effects that were not previously analyzed, nor would the magnitude of impacts exceed those found in the 2016 Certified EIR. No new mitigation measures are proposed, and the Mitigation Monitoring and Reporting Program adopted as a part of the 2016 Certified EIR remains adequate to mitigate impacts of the Proposed Project.

The alternatives that were analyzed also remain applicable to the Proposed Project and do not need to be reconsidered; therefore, the Proposed Project does not create new impacts that would require new analysis of project alternatives.

- d. **No mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the**

2. Environmental Findings

environment, but the project proponents decline to adopt the mitigation measure or alternative. (14 CCR Section 15162(a)(3)(D))

No new mitigation measures are required, and the Mitigation Monitoring and Reporting Program adopted as a part of the 2016 Certified EIR remains adequate to mitigate impacts of the Proposed Project. The alternatives that were analyzed also remain applicable and do not need to be reconsidered; the Proposed Project does not create new impacts that would require new analysis of project alternatives.

As substantiated in this document, the Proposed Project does not create new significant impacts that would require the preparation of a subsequent EIR, and an addendum to the 2016 Certified EIR would be appropriate to satisfy CEQA.

2.2.2 CEQA Guidelines Section 15164: Addendum to an EIR or Negative Declaration

1. **The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.** (14 CCR Section 15164(a))

This EIR Addendum provides additional information specifically relevant to the changes to the 2016 Certified EIR caused by the Proposed Project. None of the conditions from Section 15162 are present that would require a subsequent EIR.

2. **An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.** (14 CCR Section 15164(b))

The Approved Project was the subject of a full EIR, not a negative declaration; therefore subsection (b) does not apply.

3. **An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.** (14 CCR Section 15164(c))

This EIR Addendum will not be made available for public review, but will be included as part of the staff report for the Long Beach Planning Commission and City Council hearings for the Proposed Project will be considered.

4. **The decision -making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.** (14 CCR Section 15164(d))

The Long Beach City Council will consider the EIR Addendum and 2016 Certified EIR prior to approving the Proposed Project.

2. Environmental Findings

5. **A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence. (14 CCR Section 15164(e))**

Pursuant to CEQA Guidelines Section 15164, after an EIR has been certified for a project, if some minor technical changes to the previously certified EIR are necessary, preparation of an Addendum to the EIR is appropriate. Previous analysis of environmental impacts has been conducted for the Approved Project in an Initial Study, a Draft EIR, and a certified Final EIR. As demonstrated in Section 2.2.1, the Proposed Project would not involve new significant environmental effects or a substantial increase in the severity of significant effects already identified in the 2016 Certified EIR. Given this finding, an Addendum to the 2016 Certified EIR is appropriate and has been prepared.

2. Environmental Findings

This page intentionally left blank.

3. Environmental Determination

Based on the evidence in light of the whole record documented in the certified EIR and cited incorporations:

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

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

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

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

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

Christopher Koatz
Signature

1/22/17
Date

Christopher Koatz
Printed Name

City of Long Beach
For

**SITE PLAN REVIEW
CONDITIONS OF APPROVAL
1795 Long Beach Boulevard
Application No. 1709-46 /SPR 17-075 /
January 9, 2018**

1. This Site Plan Review approval is for the construction of a new five-story, mixed-use building containing 3,938 square feet of ground floor commercial space and 102 dwelling units (101 affordable) with 77 parking spaces including 5 motorcycle spaces.
2. The Site Plan Review approval is only valid if the City Council approves the General Plan Amendment (GPA17-006) associated with the project.
3. A minimum of 77 parking stalls, including 5 motorcycle spaces, shall be permanently maintained and in useful operation within the building's parking garage. The number of Electric Vehicle (EV) charging stations and spaces shall meet California Green Building Standards Code Chapter 5 Section 5.106.5.3 requirements.
4. All work shall be carried out in accordance with the activities shown on plans received by the Department of Development Services, Planning Bureau, except as follows:
 - a. Windows shall be inset between two to five inches.
 - b. A decorative gate system that is cohesive with the proposed vehicle entry gates shall be installed along both entryways at the alley. The gates shall be closed between 6 a.m. to 10 p.m. daily.
 - c. Decorative pedestrian entry gates are required for all secondary pedestrian entryways.
 - d. Lighting shall be provided along the west building elevation of the alley. Light shields shall be required to prevent spillage onto adjacent properties.
 - e. Security cameras shall be provided throughout the project, and shall be in compliance with the security plan provided.
5. The applicant shall comply with the Mitigation Measures specified in the Mitigation Monitoring and Reporting Program (MMRP) of the Midtown Specific Plan Program EIR) and as described in the Exhibit H entitled, "Midtown Specific Plan Compliance Checklist".
6. This permit and all development rights hereunder shall terminate two years from the effective date of this permit unless construction is commenced or a time extension is granted, based on a written request submitted to and approved by the Zoning Administrator prior to the expiration of the two-year period as provided in Section 21.21.406 of the Long Beach Municipal Code.

7. This permit shall be invalid if the owner(s) and/or applicant(s) have failed to return written acknowledgment of their acceptance of the conditions of approval on the *Conditions of Approval Acknowledgment Form* supplied by the Planning Bureau. This acknowledgment must be submitted within 30 days from the effective date of approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date).

Special Conditions:

8. A minimum of 56 bicycle parking spaces shall be provided for and maintained on site. The bicycle storage areas shall have restricted access exclusive to tenants and building support staff. The type, spacing and placement of bicycle racks shall follow the guidelines of the *Bicycle Master Plan* to the satisfaction of the Director of Development Services.
9. The floor to ceiling height along the ground floor commercial and common area spaces varies, but shall not be less than 13 feet 9 inches on Pacific Coast Highway, or 15 feet 6 inches along Long Beach Boulevard.
10. One or several central satellite television/data receiver dish(es) shall be located on the roof of the building or in another utility area so that a separate satellite receiver dish is not needed for each residential and commercial unit.
11. All required off-site street improvements shall be installed or provided to the satisfaction of the Director of Public Works prior to issuance of a building permit.
12. The applicant shall record a Notice of Lot Merger with the County Recorder's Office, prior to issuance of a Building Permit.
13. The applicant shall submit an application for a Master Sign Program prior to issuance of a building permit for construction.
14. Stucco used on the exterior walls of the approved building shall consist of the smooth sand float finish type to the satisfaction of the Zoning Administrator and the Housing Services Bureau.
15. The landscaping plan submitted for plan check purposes shall list the common names of each tree, shrub, and plant in addition to their scientific names.
16. The Department of Development Services and the Long Beach Police Department shall have the authority to review the site for security problems, and said departments shall have the power to require additional security measures including, but not limited to, security guards, fencing, and additional security lighting if problems develop at the site.
17. Exterior security bars and roll-up doors applied to windows and pedestrian building entrances shall be prohibited.

18. Pursuant to Long Beach Municipal Code section 21.45.400 (c), the project shall meet the intent of LEED at the Certified level to the satisfaction of the Director of Development Services. Prior to issuance of any project-related building permits, the applicant shall submit proof of registration with USGBC and a password allowing staff access to said registration, or provide proof by a third party as meeting the intent of LEED at the level required by Chapter 21.45.400.
19. Noise levels emanating from the project's common open space areas shall not exceed applicable noise standards specified in Long Beach Municipal Code.
20. Pursuant to Long Beach Municipal Code Section 8.80.150 – Exterior Noise Limits, use of the podium-level courtyard area areas shall be restricted to the hours of 6:00 a.m. – 10:00 p.m.
21. The applicant shall hire a qualified project archaeologist or archaeological monitor approved by the City in advance of any ground-disturbing activities and shall be present during excavation into native sediments and shall have the authority to halt excavation for inspection and protection of cultural resources. The archaeological monitor shall be empowered to halt or redirect ground-disturbing activities to allow the find to be evaluated. If the archaeological monitor determines the find to be significant, the project applicant and the City shall be notified and an appropriate treatment plan for the resources shall be prepared. The treatment plan shall include notification of a Native American representative and shall consider whether the resource should be preserved in place or removed to an appropriate repository as identified by the City.
22. The project archaeologist shall prepare a final report of the find for review and approval by the City and shall include a description of the resources unearthed, if any, treatment of the resources, and evaluation of the resources with respect to the California Register of Historic Resources and the National Register of Historic Places. The report shall be filed with the California Historic Resources Information System South Central Coastal Information Center. If the resources are found to be significant, a separate report including the results of the recovery and evaluation process shall be prepared.
23. A qualified project archaeologist or archaeological monitor approved by the City in advance of any ground-disturbing activities shall be present during excavation into native sediments and shall have the authority to halt excavation for inspection and protection of cultural resources. The archaeological monitor shall be empowered to halt or redirect ground-disturbing activities to allow the find to be evaluated. If the archaeological monitor determines the find to be significant, the project applicant and the City shall be notified and an appropriate treatment plan for the resources shall be prepared. The treatment plan shall include notification of a Native American representative and shall consider whether the resource should be preserved in place or removed to an appropriate repository as identified by the City.

24. If human remains are encountered during excavation and grading activities, State Health and Safety Code Section requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the corner is to notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will then identify the person(s) thought to be the Most Likely Descendent, who will help determine what course of action should be taken in dealing with the remains. Preservation in place and project design alternatives shall be considered as possible courses of action by the project applicant, the City, and the Most Likely Descendent.

Standard Conditions:

25. If, for any reason, there is a violation of any of the conditions of this permit or if the use/operation is found to be detrimental to the surrounding community, including public health, safety or general welfare, environmental quality or quality of life, such shall cause the City to initiate revocation and termination procedures of all rights granted herewith.
26. This approval is required to comply with the conditions of approval as long as the use is on the subject site. As such, the site shall allow periodic re-inspections, at the discretion of City officials, to verify compliance. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by City Council (Sec. 21.25.412, 21.25.212).
27. In the event of transfer of ownership of the property involved in this application, the new owner shall be fully informed of the permitted use and development of said property as set forth by this permit together with all conditions that are a part thereof. These specific requirements must be recorded with all title conveyance documents at time of closing escrow.
28. The applicant shall provide the following to the satisfaction of the Director of Public Works:

GENERAL REQUIREMENTS

- a. Prior to the start of any on-site/off-site construction, the Developer shall submit a construction plan for pedestrian protection, construction area perimeter fencing with custom-printed screen(s), street lane closures, construction staging, shoring excavations and the routing of construction vehicles (excavation hauling, concrete and other deliveries, etc.).
- b. The Developer proposes potential architectural projection encroachments into the public right-of-way that include architectural features, signage, balconies and awnings. Construction plans shall be submitted to the Department of Public Works for all projections over the public right-of-way to be reviewed for approval

as to compliance with California Building Code Chapter 32, to the satisfaction of the Director of Public Works.

- c. The Developer proposes potential encroachments into public rights-of-way consisting of doors adjacent to the public right-of-way. All door openings swinging into public rights-of-way shall be eliminated or set back outside of the public right-of-way, to the satisfaction of the Director of Public Works.
- d. The Developer proposes a refuse and recycling receptacle location adjacent to the improved alley. All refuse and recycling receptacles shall be subject to the standards and requirement of Long Beach Municipal Code Chapter 8.60.
- e. The Developer shall protect in-place the streetlight supporting catenary cables connected to the Metropolitan Transportation Authority rail line, near the southeast corner of the project site, to the satisfaction of the Director of Public Works.

PUBLIC RIGHT-OF-WAY

- f. The Developer shall dedicate and improve 7 feet for sidewalk purposes along East Pacific Coast Highway adjacent to the project site, resulting in a 12-foot-wide public sidewalk. Sidewalk improvements shall be constructed of Portland cement concrete to the satisfaction of the Director of Public Works.
- g. The Developer shall dedicate a corner cut-off at the intersection of East Pacific Coast Highway and Long Beach Boulevard adjacent to the project site, to provide a minimum sidewalk space of 5 feet beyond the curb ramp.
- h. The Developer shall dedicate and improve 2 feet for alley widening purposes and improve the full width of the North Palmer Court alley right-of-way adjacent to the development site, relocating all existing facilities as necessary to accommodate the alley widening.
- i. The Developer shall dedicate as needed to provide the minimum design requirements referenced in the Traffic & Transportation requirement 'gg.' of these conditions, and shown on the attached conceptual design plan.
- j. The Developer shall relocate or provide easements to the City of Long Beach for all existing or proposed public utility facilities within the private property, to the satisfaction of the City Department or public agency with interest.
- k. The Developer shall construct all off-site improvements needed to provide full ADA accessibility compliance within the adjacent public right-of-way, to the satisfaction of the Director of Public Works. If a dedication of additional right-of-way is necessary to satisfy ADA requirements, the right-of-way dedication way shall be provided.

ENGINEERING BUREAU

- l. The Developer shall reconstruct the full width of North Palmer Court alley adjacent to the project site with Portland cement concrete, to the satisfaction of the Director of Public Works. All utility poles along the proposed alley widening shall be relocated by the Developer at project expense, and to the satisfaction of the Director of Public Works.
- m. The Developer shall widen the alley with additional Portland cement concrete by 2 feet, to the satisfaction of the Director of Public Works.
- n. The Developer shall reconstruct the alley intersection at East Pacific Coast Highway to align with the new alley widening. Alley intersection improvements shall be constructed with Portland cement concrete to the satisfaction of the Director of Public Works.
- o. The Developer shall provide for or install on-site alley lighting to the improved alley adjacent to the project site, to the satisfaction of the Director of Public Works.
- p. The Developer shall check with the Long Beach Water Department at (562) 570-2300 and the Gas and Oil Department at (562) 570-2030 for scheduled main replacement work prior to submitting alley improvement plans to the Department of Public Works.
- q. The Developer shall remove unused driveways and curb cuts, and replace with full-height curb, curb gutter and sidewalk to the satisfaction of the Director of Public Works. Sidewalk improvements shall be constructed with Portland cement concrete.
- r. The Developer shall demolish the existing sidewalk and curb ramp located at the intersection of Long Beach Boulevard and East Pacific Coast Highway, adjacent to the project site, and construct a new ADA compliant curb ramp to the satisfaction of the Director of Public Works.
- s. The Developer shall reconstruct the sidewalk, curb and curb gutter along Long Beach Boulevard and East Pacific Coast Highway adjacent to the project site. Sidewalk improvements shall be constructed with Portland cement concrete to the satisfaction of the Director of Public Works.
- t. The Developer shall remove all unused under sidewalk parkway drains, and reconstruct the sidewalk, curb and curb gutter to the satisfaction of the Director of Public Works. Sidewalk improvements shall be constructed with Portland cement concrete.
- u. The Developer shall install FenceScreen.com Custom Printed Flex Mesh screen(s), Series 311, or equivalent, fence screening along the perimeter of the development site, and provide for the printed graphic, to the satisfaction of the

Director of Public Works. The Developer shall consult with Public Works prior to submitting the graphic design for printing.

- v. The Developer shall provide for new tree wells and street trees with root barriers along Long Beach Boulevard adjacent to the project site. The Developer and/or successors shall water and maintain all street trees, landscaping and sprinkler systems required in connection with this project. The Developer shall contact the Street Tree Division of the Department of Public Works, at (562) 570-2770, prior to beginning the tree planting, landscaping, and any irrigation system work on Long Beach Boulevard. The Street Tree Division will assist with the size, type and manner in which the street trees are to be installed. At a minimum, parkway trees shall provide shade coverage, after five years of growth, of 50 percent of the total area dedicated for public right-of-way.
- w. The Developer shall be responsible for the maintenance, repair and replacement of off-site improvements abutting the project boundary during construction of the on-site improvements, until final inspection of the on-site improvements by the City. All off-site improvements adjacent to the development site, and/or along the truck delivery route found damaged as a result of construction activities, shall be reconstructed or replaced by the Developer, to the satisfaction of the Director of Public Works.
- x. The Developer shall provide for the resetting to grade of existing manholes, pull boxes, meters and other existing facilities in conjunction with the required off-site improvements, to the satisfaction of the Director of Public Works.
- y. To the satisfaction of the Director of Public Works, the Developer shall submit for approval a shoring plan, for any temporary or permanent tiebacks/soil nails that are required to extend beneath the public rights-of-way adjacent to the project site. Tiebacks/soil nails shall be per the standards and requirement of Long Beach Municipal Code Chapter 14.08.
- z. All work within the public right-of-way must be performed by a contractor holding a valid State of California Contractor's License and City of Long Beach Business License, sufficient to qualify the contractor to do work. The Contractor shall have on file with the City Engineer a Certificate of General Liability insurance, and endorsement evidencing minimum City of Long Beach limits of required general liability insurance.
- aa. Public improvements shall be constructed in accordance with plans reviewed and approved by Public Works. The City's Public Works Engineering Standard Plans are available online at www.longbeach.gov/pw/resources/engineering/standard-plans. Detailed off-site improvement plans shall be prepared by a licensed Civil Engineer, stamped, signed and submitted to the Department of Public Works for approval.

- bb. All conditions of approval, including cover letter signed by the Planning Officer and Case Planner, must be printed verbatim on all plans submitted for plan review to the Department of Public Works.
- cc. Prior to approving an engineering plan, all projects greater than 1 acre in size must demonstrate coverage under the State Construction General NPDES Permit. To meet this requirement, the applicant must submit a copy of the letter from the State Water Resource Control Board acknowledging receipt of the Notice of Intent (NOI) and a certification from the developer or engineer that a Storm Water Pollution Prevention Plan (SWPPP) has been prepared. Should you have any questions regarding the State Construction General NPDES Permit or wish to obtain an application, please call the State Regional Board Office at (213) 576-6600 or visit their website for complete instructions at www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml. Left-click on the Construction General Permit Order 2009-0009-DWQ link.

TRAFFIC & TRANSPORTATION BUREAU

- dd. The Developer shall be responsible to improve certain traffic signal related equipment to current CA MUTCD and/or City of Long Beach Standards. The traffic signal related equipment shall be within signalized intersections that are directly impacted by the Developer's project. If not existing, the Traffic Signal related equipment shall include, but may not be limited to the following:
- i. All 8" Traffic Signal indications shall be updated to 12" LED units.
 - ii. Vehicular detection shall be installed on all approaches to the signalized intersection. This may include presence, mid or advance detection per City direction. Options will include standard Type E loops or video detection.
 - iii. All pedestrian indications shall be upgraded to LED Countdown Modules within all pedestrian crossings.
 - iv. All pedestrian push buttons shall be upgraded to the most current City Standard.
 - v. All signalized intersections will require the installation of Emergency Vehicle Pre-Emption (EVPE) equipment. The equipment and installation must be completed per the most current City Standard.
 - vi. Because of the fact that so many City of Long Beach traffic signals operate and share coordinated signal timing plans, the developer shall install a GPS Module at all traffic signals that are directly impacted by their project. The GPS Modules create accurate time-based communications between nearby traffic signals.
 - vii. The developer may be asked to update the traffic signal controller located in the traffic signal cabinet. At the discretion of the City Traffic Engineer, it may be decided that the existing traffic signal controller does not have the capability to handle the complexities of new traffic patterns that are directly related to the Developer's project. In such cases, the developer will be asked to install a new traffic signal controller based on the most current City Standard.

- ee. At the discretion of the City Traffic Engineer, the Developer shall be responsible to implement the most recent Bicycle Master Plan of the City at its frontage blocks.
- ff. There is a high volume Long Beach Transit bus stop on Long Beach Boulevard adjacent to the development site. The Developer is encouraged to incorporate enhancements to improve the bus stop into this project. Amenities such as a roof overhang for additional shelter and architectural seating for bus patrons should be integrated into the project. Enhanced sidewalk paving should be provided for the bus stop per Long Beach Transit standards. The Developer shall collaborate with Long Beach Transit and the City's Public Works Department to take advantage of this opportunity.
- gg. The Developer shall contact Long Beach Transit prior to the commencement of work to coordinate design and construction issues and to ensure that construction does not interfere with transit bus operations at the existing bus stop on Long Beach Boulevard. Contact Shirley Hsiao, Manager of Service Development Planning, at (562) 591-8753.
- hh. The Developer is responsible for providing development designs along Long Beach Boulevard which comply with the requirements of Long Beach Transit and the City Traffic Engineer. Attached is a conceptual design plan approved by both entities; at minimum the Developer shall provide for an 8-foot-wide public sidewalk, 5-foot-wide bike lane in compliance with the City's Bicycle Master Plan, and 9-foot-wide bus pad spanning 100 feet with at-grade crosswalk for pedestrian access. Street improvements shall be made per plans reviewed and approved to the satisfaction of the City Traffic Engineer. Improvement plans shall be prepared by a registered Traffic Engineer, stamped, signed and submitted to the Department of Public Works for approval.
- ii. Subject to street improvement limits along Long Beach Boulevard, the Developer shall relocate the existing Bike Share bicycle rack and signage at project expense, to the satisfaction of the City Traffic Engineer. The Developer shall contact the Traffic & Transportation Bureau at (562) 570-6384.
- jj. The size and configuration of all proposed driveways serving the project site shall be subject to review and approval of the City Traffic Engineer. Driveways greater than 28 feet require a variance; contact the Traffic & Transportation Bureau, at (562) 570-6331, to request additional information regarding driveway construction requirements.
- kk. The Developer shall salvage and reinstall all traffic signs that require temporary removal to accommodate new construction within the public right-of-way. All traffic signs shall be reinstalled to the satisfaction of the City Traffic Engineer.
- ll. The Developer shall replace all traffic signs and mounting poles damaged or misplaced as result of construction activities to the satisfaction of the City Traffic Engineer.

- mm. The Developer shall repaint all traffic markings obliterated or defaced by construction activities to the satisfaction of the City Traffic Engineer.
- nn. The Developer shall contact the Traffic & Transportation Bureau, at (562) 570-6331, to modify any existing curb marking zones adjacent to the project site.
- oo. Pacific Coast Highway is a State highway under the jurisdiction of the California Department of Transportation (Caltrans). A street improvement permit from (Caltrans) will be required for all work within the East Pacific Coast Highway right-of-way. Contact Joyce Minzey at (213) 897-7632 to request additional information regarding the Caltrans permitting process.
- pp. All traffic control device installations, including pavement markings within the private parking lot, shall be installed in accordance with the provisions of the Manual on Uniform Traffic Control Devices (MUTCD), 2012 or current edition (i.e. white parking stalls, stop signs, entry treatment signage, handicapped signage, etc.).

Standard Conditions – Plans, Permits, and Construction:

- 29. The applicant shall comply with all comments from the Long Beach Police, Gas & Oil, Public Works, Water and Fire Departments and Building Bureau.
- 30. For commercial food service facilities, low-flow pre-rinse sprayers with average flow rates of no more than 2.0 GPM shall be used. Flow rates shall be specified on plans.
- 31. Prior to the issuance of a building permit, the applicant must submit complete landscape and irrigation plans for the approval of the Director of Development Services.
- 32. All landscaped areas shall comply with the State of California's Model Landscape Ordinance. Landscaped areas shall be planted primarily with drought tolerant plant materials and shall be provided with water conserving automatic irrigation systems designed to provide complete and adequate coverage to sustain and promote healthy plant life. The irrigation system shall not cause water to spray or flow across a public sidewalk.
- 33. All conditions of approval must be printed verbatim on all plans submitted for plan review to the Department of Development Services. These conditions must be printed on the site plan or a subsequent reference page.
- 34. The plans submitted for plan review must explicitly call out and describe all materials, textures, accents, colors, window, door, planter, and paving details that were approved by the Site Plan Review Committee or the Planning Commission. No substantial changes shall be made without prior written approval of the Site Plan Review Committee or the Planning Commission.

35. Prior to the issuance of a building permit, the applicant must depict all utility apparatus, such as, but not limited to, backflow devices and Edison transformers, on both the site plan and the landscape plan. These devices shall not be located in any front, side, or rear yard area that is adjacent to a public street, unless screened by landscaping or another screening method approved by the Director of Development Services.
36. The Director of Development Services is authorized to approve minor modifications to the approved design plans or to any of the conditions of approval if such modifications shall not significantly change or alter the approved project. Any major modifications shall be reviewed by the Zoning Administrator, Site Plan Review Committee, or Planning Commission, respectively.
37. All rooftop mechanical equipment shall be fully screened from public view and views from taller, adjacent rooftops. Said screening must be architecturally compatible with the building in terms of theme, materials, colors and textures. If the screening is not specifically designed into the building, a rooftop mechanical equipment screening plan must be submitted for approval by the Director of Development Services prior to the issuance of a building permit.
38. Upon plan approval and prior to issuance of a building permit, the applicant shall submit an 11"x17" size set of final construction plans for the project file.
39. A permit from the Department of Public Works shall be required for any work to be performed in or over the public right-of-way.
40. The applicant shall file a separate plan check submittal to the Long Beach Fire Department for review and approval prior to the issuance of a building permit.
41. Prior to the issuance of a building permit, the applicant shall submit architectural, landscaping and lighting drawings for the review and approval of the Police Department for their determination of compliance with Police Department security recommendations.
42. All landscaping irrigation systems shall use high efficiency sprinkler nozzles. The models used and flow rates shall be specified on the landscaping plan. For residential-type or small-scale sprinkler systems, sprinkler head flow rates shall not exceed 1.00 GPM and shall be of the rotating type. Where feasible, drip irrigation shall be used instead. If an in-ground irrigation system is to be installed, such system shall be controlled by an automatic self-adjusting weather-based irrigation controller
43. All outdoor fountains or water features shall utilize water recycling or re-circulation systems. The plans submitted for review shall specifically identify such systems.
44. Exterior security bars and roll-up doors applied to windows and pedestrian building entrances shall be prohibited.
45. Any graffiti found on site must be removed within 24 hours of its appearance.

46. Approval of this development project is expressly conditioned upon payment (prior to building permit issuance or prior to Certificate of Occupancy, as specified in the applicable Ordinance or Resolution for the specific fee) of impact fees, connection fees and other similar fees based upon additional facilities needed to accommodate new development at established City service level standards, including, but not limited to, sewer capacity charges, Park Fees and Transportation Impact Fees.
47. Demolition, site preparation, and construction activities are limited to the following (except for the pouring of concrete which may occur as needed):
 - a. Weekdays and federal holidays: 7:00 a.m. to 7:00 p.m.;
 - b. Saturday: 9:00 a.m. - 6:00 p.m.; and
 - c. Sundays: not allowed
48. Grading and construction activities shall conform to Rule 403 of the South Coast Air Quality Management District and shall include the following:
 - a. Use water trucks and hoses to wet exposed and graded areas at least twice daily with complete coverage on all active areas and periodic wash-downs of public streets in the vicinity of all entrances and exits to the project site. Increase frequency of watering to three or more times per day whenever winds exceed 15 miles per hour, and cease grading activities during period of winds greater than 30 miles per hour.
 - b. Water all material being excavated and stockpiled.
 - c. Water all grading and cover materials being transported.
 - d. Properly maintain all grading and construction equipment propulsion systems to avoid excess emissions.
 - e. Schedule truck trips to avoid peak hours (7:00-9:00 a.m. and 4:00-6:00 p.m., weekdays).
 - f. Discontinue construction during Stage 2 smog alerts (ozone greater than or equal to 0.35 ppm.)
49. All required utility easements shall be provided to the satisfaction of the concerned department, agency, or utility company.

All trash and refuse containers shall be fully screened from public view to the satisfaction of the Director of Development Services.
50. As a condition of any City approval, the applicant shall defend, indemnify, and hold harmless the City and its agents, officers, and employees from any claim, action, or proceeding against the City or its agents, officers, and employees to attack, set aside, void, or annul the approval of the City concerning the processing of the proposal/entitlement or any action relating to, or arising out of, such approval. At the discretion of the City and with the approval of the City Attorney, a deposit of funds by the applicant may be required in an amount sufficient to cover any anticipated litigation costs and staff time required as a result of litigation activity.

Environmental Compliance Checklist:

**Midtown Specific Plan Program Environmental Impact Report
1795 Long Beach Boulevard
Application No. 1709-46
December 2017**

Introduction

In June of 2016, the City Council certified the Final Environmental Impact Report (FEIR) for the Midtown Specific Plan (State Clearinghouse No. 2015031034). The FEIR was prepared as a Program Environmental Impact Report and referred to as "Program EIR" in this document. The City was the public agency which had the principal responsibility for carrying out or approving the Midtown Specific Plan, and as such was the "Lead Agency" under the California Environmental Quality Act of 1970 (CEQA) (*State CEQA Guidelines*, Section 15367).

This document is a compliance checklist to evaluate the environmental impacts associated with Application No. 1709-46 / SPR17-075 to construct a five-story mixed-use project with approximately 3,938 square feet of commercial space, 102 dwelling units and 77 parking spaces and 5 motorcycle spaces at 1795 Long Beach Boulevard (Project) within the area of the Midtown Specific Plan area in the City of Long Beach (City).

Purpose

CEQA requires a Lead Agency to consider the information contained in the EIR prior to taking any discretionary action on the proposed project. This document has been prepared in accordance with the California Environmental Quality Act. According to Section 15168 (c)(2) of the State CEQA Guidelines, a Program EIR can be used in compliance with CEQA to address the effects of a subsequent activity so long as the activity of the project is within the scope of the program EIR and no new effects are found and no new mitigation measures are required. As supported by the analysis presented in this document, the Project, would not result in new or substantially more severe significant environmental impacts than was analyzed in the Midtown Specific Plan Program EIR (State Clearinghouse No. 2015031034).

This document has been prepared in accordance with California Environmental Quality Act. According to Section 15162 of the State CEQA Guidelines, a program EIR can be used in compliance with CEQA to address the effects of a subsequent activity so long as the activity of the project is within the scope of the program EIR and no new effects are found and no new mitigation measures are required. As supported by the analysis presented in this document, the Project, would not result in new or substantially more severe significant environmental impacts than was analyzed in the Midtown Specific Plan Program EIR (State Clearinghouse No. 2015031034).

This environmental compliance review is intended to serve as an informational document to be considered by the City during deliberations on the proposed project.

Incorporation by Reference

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

- Midtown Specific Plan (June 2016)
- Midtown Specific Plan Environmental Impact Report (March 2016)
- Long Beach Municipal Code
- County Sanitation District of Los Angeles County Letter to Jay Ross dated August 21, 2017 (Ref. Doc. No. 4252958)
- Traffic Memorandum prepared for the proposed project (Linscott, Law & Greenspan 2017)
- Rincon Consultants, Inc., Phase II Environmental Site Assessment Performed at 1795 Long Beach Boulevard dated August 29, 2017.

Format of this Environmental Compliance Checklist

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

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

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

The Environmental Compliance Checklist applies the following determination of impacts:

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

1.0 Project Description

The proposed mixed-use project at 1795 Long Beach Boulevard (Project) would develop the existing 2-parcels, 1.01-acre (0.99-acre net site) site that contains a nine feet, east to west slope with a 5-story mixed use building. The development consists of approximately 3,938 square feet of retail on the ground floor and 102 dwelling units located on floors above. The combined commercial and residential floor area totals 145,039 square feet for a Floor Area Ratio of 3.28. All units except for the unit reserved for the on-site management will be affordable.

The project site is located in the block bound by Long Beach Boulevard to the East, Pacific Coast Highway to the north, and the alley (Palmer Court) to the West (Figure 1). The project site is surrounded by a mix of land uses including a car wash to the north across Pacific Coast Highway, a mixed-use building consisting of a two-story structure to the east across Long Beach Boulevard, and a one-story commercial building to the south. At present the site contains a vacant one-story restaurant structure. It was previously occupied by a restaurant use and record store.

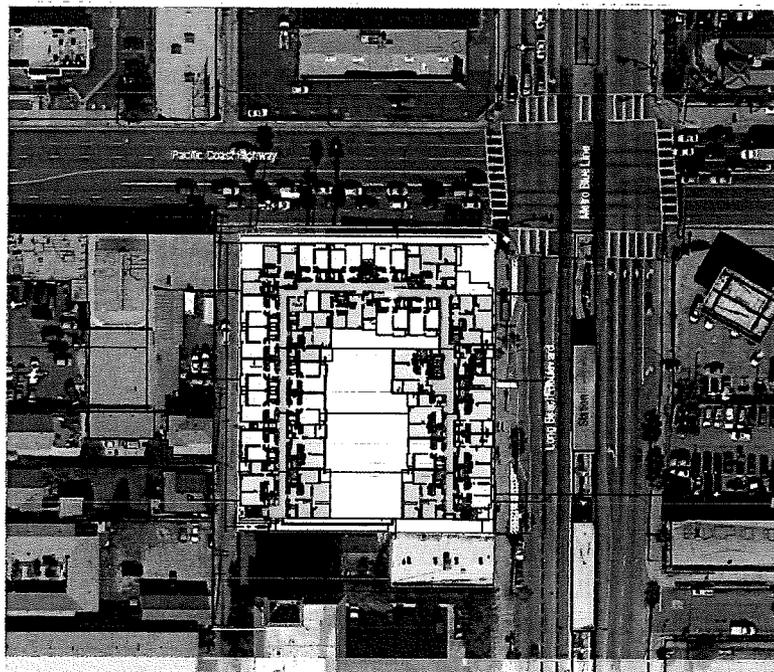


Figure 1: Vicinity Map

Project Approval

The proposed project would require the following approvals:

- Site Plan Review (Planning Commission)
- Disposition and Development and Loan Agreement (Long Beach Community Investment Company)
- Lot Merger
- General Plan Amendment

Future Approval

- Master Sign Program (Site Plan Review Committee)

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

The project is located within the area of the Midtown Specific Plan (Figure 2) Specifically, it is within the Subarea 6 of the Midtown Specific Plan Transit Node District. The project assumes that at buildout there will 3,619 dwelling units and 2,997,265 square feet of commercial floor area constructed throughout the entire Specific Plan Area

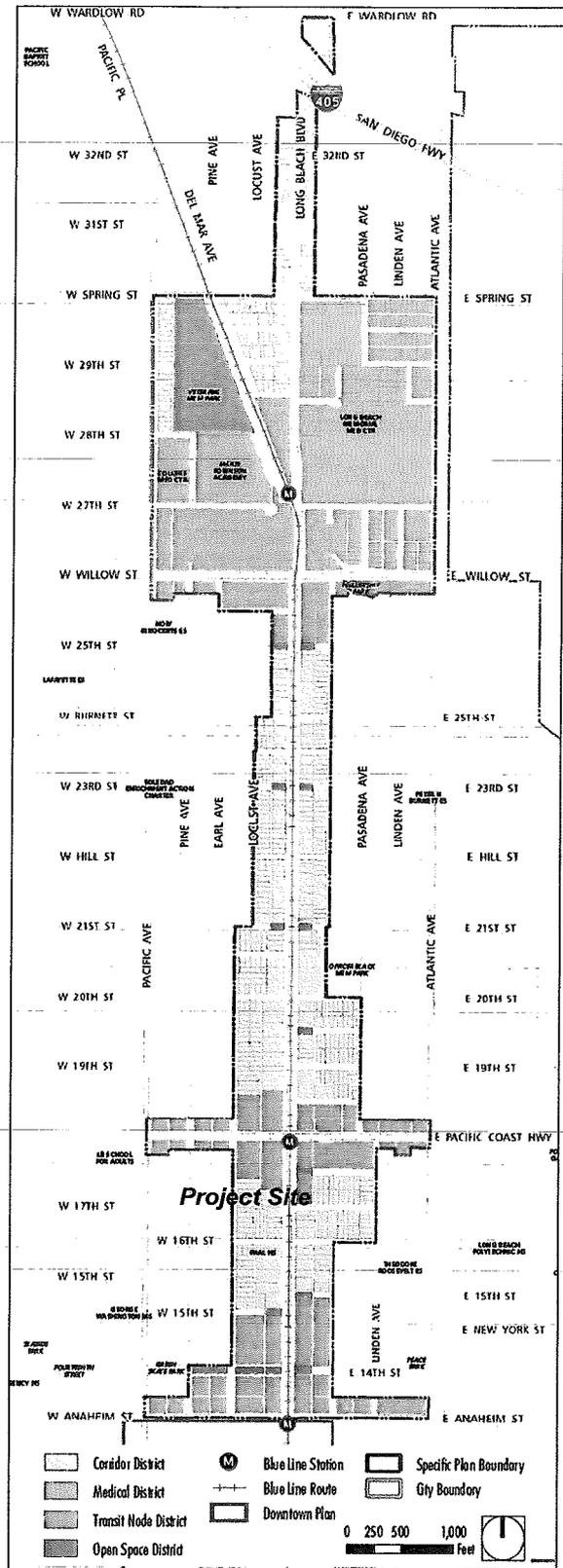


Figure 2: Midtown Specific Plan Area

Environmental Compliance Checklist:

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

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

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

The Midtown Specific Plan Program EIR found that there are no designated scenic vistas located within or adjacent to the plan area. No impacts related to scenic vistas would occur with implementation of the Specific Plan.

Implementation of the proposed project would be subject to the Midtown Specific Plan zoning standards for setbacks, height requirements and building design. Development within the Midtown Specific Plan area would have no impact to scenic vistas. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects on scenic vistas is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The Midtown Specific Plan Program EIR determined that the existing plan area is highly

¹ California Department of Transportation. California Scenic Highway Mapping System: Los Angeles County. Website: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm (accessed October 3, 2017).

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

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Impact Area: Agricultural Resources

-- Would the Project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact

e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

No Impact

a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

- c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
- e) *Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No Change to
Midtown
Specific Plan
Program EIR**

Impact Area: Air Quality

-- Would the Project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	Significant and Unavoidable	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Significant and Unavoidable	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Significant and Unavoidable	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

the assumptions in the Air Quality Management Plan (AQMP). Therefore, impacts related to conflicts with an air quality plan would remain significant and unavoidable.

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

Mitigation Measures:

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

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

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

- Following all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering.

- During all construction activities, the construction contractor shall sweep streets with SCAQMD Rule 1186-compliant, PM₁₀-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.
- During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and tarp materials with a fabric cover or other cover that achieves the same amount of protection.
- During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day.
- During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.

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

Stationary Source

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

Transportation and Motor Vehicles

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

- For buildings with more than ten tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the CALGreen Code.

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

Incorporation of Mitigation Measures AQ-4 and AQ-5 would reduce operation-related criteria air pollutants generated from stationary and mobile sources. Mitigation Measure AQ-5 would encourage and accommodate the use of alternative-fueled vehicles and nonmotorized transportation, as would the provisions of the Midtown Specific Plan. For example, the Midtown Specific Plan specifies electric vehicle charging and bicycle parking requirements for residential development in accordance with the CALGreen Code. However, despite adherence to Mitigation Measures AQ-4 and AQ-5 and the provisions of the Midtown Specific Plan, long-term emissions would remain significant and unavoidable due to the magnitude of land use development associated with the Midtown Specific Plan.

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

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

Mitigation Measures:

AQ-1, AQ-2, AQ-3, AQ-4, and AQ-5 [Refer to Air Quality threshold a)]

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

In addition, the future development accommodated by the Midtown Specific Plan could site sensitive land uses in proximity to major air pollution sources. At buildout, the Midtown Specific Plan would result in construction of up to approximately 1,736 new residential units within the plan area. The residential units would be allowed near sources of toxic air contaminants (e.g., I-405), which have the potential to affect residents of these units. With implementation of Mitigation Measure AQ-6, this impact would be reduced to a level of less than significant.

The Midtown Specific Plan Program EIR concluded that future development under the Specific Plan would not result in the development of individual land uses that would expose sensitive receptors to substantial toxic air contaminant concentrations. Upon implementation of regulatory requirements, impacts would be less than significant.

The proposed mixed-use project is consistent with the uses and development intensity included in the air quality analysis conducted for the Midtown Specific Plan Program EIR. The conditions of approval for the proposed project require compliance with all mitigation measures applicable to the proposed project. The project applicant shall be required to demonstrate compliance with Mitigation Measures AQ-1, AQ-2, AQ-3, and AQ-6. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to the exposure of sensitive receptors to substantial pollutant concentrations is not required.

Mitigation Measures:

AQ-1, AQ-2, and AQ-3 [Refer to Air Quality threshold a)]

AQ-6

Prior to issuance of building permits for development projects within the Midtown Specific Plan area that include sensitive uses (e.g., residential, day care centers), within the distances identified by the California Air Resources Board's (CARB) Air Quality and Land Use Handbook, the property owner/developer shall submit a health risk assessment (HRA) to the City of Long Beach Planning Bureau. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District (SCAQMD).

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Impact Area: Biological Resources

-- Would the Project:

a) Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than
Significant



b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact



c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact



d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than
Significant



e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact



f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact



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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Midtown
Specific Plan
Program EIR
Determination

Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR

No Impact/
No Change to
Midtown
Specific Plan
Program EIR

Impact Area: Cultural Resources

-- Would the Project:

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

Less Than
Significant with
Mitigation

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

No Impact

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact

d) Disturb any human remains, including those interred outside of formal cemeteries?

No Impact

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

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

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

Mitigation Measures:

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

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

~~A. Rehabilitation According to the Secretary of the Interior's Standards~~

~~1. If the proposed project includes renovation, alteration, or an addition to an historical resource (not including total demolition), then the property owner or project applicant/developer shall first seek to design all proposed renovation, alterations or additions to the historical resource in a manner that is consistent with the Secretary of the Interior's Standards for Rehabilitation (Standards) found at: <http://www.nps.gov/tps/standards/rehabilitation/rehab/stand.htm>.~~

~~a. Plans for rehabilitation shall be created under the supervision of a professional meeting the Department of Interior's Professional Qualifications Standards in Architectural History or Historic Architecture and be designed by a licensed architect with demonstrated historic preservation experience.~~

~~b. Plans shall be reviewed in the schematic design phase prior to any construction work, as well as in the 60 and 90 percent construction documents phases for compliance with the Standards by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience with the Standards compliance reviews.~~

- ~~c. The qualified historic preservation professional reviewing the plans shall create a technical memo at each phase and submit the memo to the City of Long Beach Development Services Department for concurrence.~~
- ~~d. At the discretion of the City, a detailed character-defining features analysis and/or historical resource treatment plan may need to be prepared for select historical resources by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards if the nature of the project or the significance of the property warrants such detailed analysis.~~
- ~~e. A qualified historic preservation professional shall monitor construction activities at key milestones to ensure the work to be conducted complies with the Standards. The milestones shall be agreed upon in advance by the City and property owner or project applicant/developer.~~
- ~~f. City staff and the qualified historic preservation professional shall review the finished rehabilitation/renovation in person upon completion.~~
- ~~g. In the event that any historical resource(s) are leased to third-party tenants and tenant improvements will be made, all of the terms of this stipulation shall be disclosed in the lease agreements, agreed upon in writing, and mutually enforced by the property owner or project applicant/developer and the City. The tenants shall not be permitted to conduct work that does not comply with the Standards.~~

~~B. Retention/On-Site Relocation For Proposed Demolition~~

- ~~1. If the proposed project includes total demolition of a historical resource, the property owner or project applicant/developer shall first consider an alternative that retains the historical resource and incorporates it into the overall project development as an adaptive re-use of the building, as determined feasible.~~
- ~~2. If the project site permits, the historical resource should be relocated to another location on the site and the resource should be re-incorporated into the overall project, as determined feasible.~~
- ~~3. If the City determines that retention/onsite relocation of the historical resource is not feasible through a credible feasibility study, then the City shall elect to allow the property owner or project applicant/developer to move forward with the development/redevelopment project; however, all other requirements outlined in this mitigation measure shall apply.~~

C. ~~Third Party Sale~~

1. ~~If the City determines that retention or onsite relocation of the historical resource is not feasible, then the property owner or project applicant/developer shall offer any historical resources scheduled for demolition to the public for sale and offsite relocation by a third party:~~
 - a. ~~The historic resource(s) shall be advertised by the property owner or project applicant/developer at a minimum in the following locations: project applicant's/developer's website (if applicable); City of Long Beach website; Los Angeles Times website and print editions; Long Beach Press Telegram.~~
 - b. ~~The bidding period shall remain open for 60 days after the date of advertisement to allow adequate response time from interested parties.~~
 - c. ~~Qualified parties shall meet the following minimum qualifications to be considered a realistic buyer: possess adequate financial resources to relocate and rehabilitate the historical resource(s); possess an available location for the historical resource(s); and provide for a new use for the historical resource(s).~~
 - d. ~~The City shall approve the qualified buyer. If no such buyer comes forward within the allotted time frame, the City shall elect to issue a demolition permit for the historical resource. However, all other requirements outlined in this mitigation measure shall apply.~~

D. ~~Recordation~~

1. ~~The property owner or project applicant/developer shall create HABS-like Level II documentation prepared in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. Information on the Standards and Guidelines is available at the following links: http://www.nps.gov/history/local-law/arch_stnds_6.htm. <http://www.nps.gov/history/hdp/standards/index.htm>.~~
 - a. ~~Photographs with large format (4 inches by 5 inches or larger), black and white negatives of the property as a whole shall be provided; photocopies with large format negatives of select existing drawings, site plans, or historic views where available. A minimum of 12 views showing context and relationship of historical resources to each other shall be provided; aerial views showing the whole property shall also be provided.~~
 - b. ~~Written historical descriptive data, index to photographs, and photo key plan shall be provided.~~
 - c. ~~The above items shall be created by a historic preservation professional meeting the Secretary of the Interior's~~

~~Professional Qualifications Standards with demonstrated experience in creating HABS Level II documentation.~~

~~d. The above items shall be created prior to any demolition or relocation work.~~

~~e. The above items shall be distributed to the following repositories for use by future researchers and educators. Before submitting any documents, each of the following repositories shall be contacted to ensure that they are willing and able to accept the items: City of Long Beach Public Library; Long Beach Historical Society; Los Angeles Public Library; South Central Coastal Information Center at California State University, Fullerton; and City of Long Beach Development Services Department (building files).~~

~~E. Salvage and Reuse~~

~~1. If offsite relocation of the historical resource by a third party is not accomplished, the property owner or project applicant/developer shall create a salvage and reuse plan identifying elements and materials of the resource that can be saved prior to any demolition work.~~

~~a. The salvage and reuse plan shall be included in bid documents prepared for the site and shall be created by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience in creating salvage and reuse plans.~~

~~b. Elements and materials that may be salvageable include windows; doors; roof tiles; decorative elements; bricks; foundation materials, and/or paving materials; framing members; furniture; lighting; and flooring materials, such as tiles and hardwood.~~

~~2. The property owner or project applicant/developer shall identify individuals, organizations, or businesses interested in receiving the salvaged items; these may include Habitat for Humanity Restore; other affordable housing organizations; or salvage yards. The following steps shall be taken by the property owner or project applicant/developer:~~

~~a. Identification of the individuals, organizations, or businesses interested in receiving the salvaged items shall be completed in consultation with the City.~~

~~b. Identification of the individuals, organizations, or businesses interested in receiving the salvaged items shall be accomplished by contacting potentially interested parties directly first.~~

~~c. Items to be salvaged shall be advertised in the following locations for a period of 60 days if none of the contacted parties are able to receive the items: Los Angeles Times and Long Beach Press Telegram.~~

~~3. The property owner or project applicant/developer shall remove salvageable items in the gentlest, least destructive manner possible. Historic materials and features shall be protected by storing salvaged items in indoor, climate and weather-controlled conditions until recipients can retrieve them. The removal of salvageable items shall be performed by a licensed contractor with demonstrated experience with implementing salvage and reuse plans.~~

~~F. Other Optional Interpretive, Commemorative, or Educational Measures~~

~~The City may also elect to require additional (optional) mitigation measures crafted in response to a specific historical resource's property type or significance, association with a specific historic person, or overall value to the community, as practical, so long as the measure is commensurate with the significance of the property and the level of impact to that resource. Such measures may include educational or interpretive programming; signage; incorporation of historical features into new developments or public art; contribution to a mitigation fund for future historic preservation efforts; written histories or contexts important to the public's understanding of the lost resource (presuming no other extant resource can interpret such significance); etc. The need for these additional measures shall be determined by the City on a case by case basis and incorporated into the conditions of approval for the project. Some measures may be made available to the public through museum displays, written reports at research repositories or made available through on or offsite signage or existing online multi-media sites.~~

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*
- c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

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

subsurface archeological or paleontological resources. No impacts related to archaeological or paleontological resources were identified in the Midtown Specific Plan Program EIR.

The project site was previously disturbed during construction of the existing restaurant building on the project site. The proposed mixed-use project would include a 5-story mixed use building. A parking garage containing 77 parking spaces is proposed within the ground floor of the building. As noted in the Midtown Specific Plan Program EIR, the plan area and immediate surroundings are not recognized as an area having the potential for subsurface archeological or paleontological resources. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects on archaeological or paleontological resources is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Impact Area: Geology/Soils

-- Would the Project:

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

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

Impact Area: Geology/Soils

-- Would the Project:

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

As shown on Figure 5.4-4, Liquefaction Hazards Map, in the Midtown Specific Plan Program EIR, the project site is not located within a liquefaction zone of required investigation. The proposed project will be required to comply with all applicable provisions of the most recent CBC adopted by the City of Long Beach. During the proposed project's plan check phase Building Bureau personnel will verify compliance with all applicable ground motion standards and determine the need for a geotechnical investigation and geo-engineering study, as conditioned. Any investigation/study would comply with the listed specifications. Therefore, the proposed project would be consistent with the findings

included in the Midtown Specific Plan Program EIR, and further study of potential effects related to seismic-related ground failure is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

The project site contains a 9 foot east to west downslope from Long Beach Boulevard to Palmer Court. The property is not in the vicinity of slopes on Signal Hill. The proposed project would not be subject to landslides given that a building is proposed on the slope and is therefore consistent with the findings included in the Midtown Specific Plan Program EIR. Further study of potential effects related to landslides is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Future development within the Midtown Specific Plan area would be required to comply with the NPDES permit by preparing and implementing a SWPPP specifying BMPs for minimizing pollution of stormwater with soil and sediment during project construction. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. Therefore, impacts related to substantial soil erosion or the loss of topsoil would be less than significant.

The proposed project will be required to comply with all applicable provisions of the NPDES permit. The proposed mixed-use project would not create any new stormwater discharge conditions not anticipated in the Midtown Specific Plan Program EIR. BMPs or equivalent measures to control pollutant runoff will be included within the project's grading and construction plans, if applicable. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of potential effects related to soil erosion or the loss of topsoil is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

Development under the Midtown Specific Plan could subject persons and structures to hazards arising from collapsible soils, ground subsidence, or expansive soils. However,

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Impact Area: Greenhouse Gas Emissions

-- Would the Project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Significant and Unavoidable	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Buildout of the Midtown Specific Plan would result in a substantial increase in GHG emissions compared to existing conditions and would not meet the South Coast Air Quality Management District's Year 2035 Target efficiency metric of 2.4 MTCO_{2e}/year/SP or the long-term GHG reduction goal under Executive Order S-3-05. Mitigation Measures AQ-4 and AQ-5 would encourage and accommodate use of alternative-fueled vehicles and nonmotorized transportation and ensure that GHG emissions from the buildout of the Midtown Specific Plan would be minimized. However, additional statewide measures would be necessary to reduce GHG emissions under the Specific Plan to meet the long-term GHG reduction goals under Executive Order S-3-05, which identified a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050, and Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent below 1990 levels by 2030. The new Executive Order B-30-15 requires CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under Executive Order S-3-05 or the new Executive Order B-30-15. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology (CCST 2012). Since no additional statewide measures are currently available, this impact would remain significant and unavoidable.

The proposed project involves construction and operation of a five-story mixed-use structure. Project operations would involve vehicular trips and other activities that would increase generation of GHG emissions. The Midtown Specific Plan determined that GHG impacts would be significant and unavoidable, but, through incorporation of Mitigation Measures AQ-4 and AQ-5, as well as provisions of the Midtown Specific Plan (e.g.

requirements for electric vehicle charging and bicycle parking requirements for residential development), anticipated projects would fall within the scope of the Midtown Specific Plan Program EIR analysis. With these mitigation measures incorporated, operation of the proposed project would not substantially increase the severity of GHG operation impacts beyond that identified in the Midtown Specific Plan Program EIR and no new impacts beyond those identified in the Midtown Specific Plan Program EIR would occur. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects of greenhouse gas emissions is not required.

Mitigation Measures:

AQ-4 and AQ-5 [Refer to Air Quality threshold a)]

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

The Midtown Specific Plan would substantially improve the efficiency of the Midtown Specific Plan area (11 percent reduction in GHG emissions per service population based on Table 5.5-5 based on CalEEMod Version 2013.2.2. Based on 2035 transportation emission rates) even though the number of people who live or work within the area would increase by 37 percent. The new buildings under the Midtown Specific Plan would comply with the latest California Building Standards Codes, therefore resulting in significantly more energy efficiency than the existing buildings currently in the Midtown Specific Plan area. Therefore, the Midtown Specific Plan would not conflict with statewide programs adopted for the purpose of reducing GHG emissions and impacts are not anticipated to be significant. In addition, the Midtown Specific Plan would implement land use strategies that would promote the increased use of alternative forms of transportation and a reduction in VMT, which were determined to be consistent with SCAG's 2012-2035 RTP/SCS Goals. Impacts related to the conflicts between the Midtown Specific Plan and applicable GHG plans, policies or regulations were determined to be less than significant.

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No Change to
Midtown
Specific Plan
Program EIR**

Impact Area:
**HAZARDS AND HAZARDOUS
MATERIALS**

-- Would the Project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than
Significant

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than
Significant with
Mitigation

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than
Significant with
Mitigation

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

Less Than
Significant with
Mitigation

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

No Impact

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

No Impact

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No Change to
Midtown
Specific Plan
Program EIR**

**Impact Area:
HAZARDS AND HAZARDOUS
MATERIALS**

-- Would the Project:

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than
Significant



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

No Impact



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

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

The proposed project may consist of construction or operational activities that may involve the use of hazardous materials. The proposed project would be required to demonstrate compliance with existing rules and regulations and adhere to all emergency response plan requirements set forth by the City of Long Beach and LBFD. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan

Program EIR, and further study of effects related to the routine use of hazardous materials is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

The proposed project may consist of construction or operational activities that may involve the use of hazardous materials. The proposed project would be required to demonstrate compliance with existing rules and regulations and adhere to all emergency response plan requirements set forth by the City of Long Beach and LBFD. In addition, a Phase I ESA was prepared in August 2007 for the project site. In August 2017, a Phase II ESA was prepared to further investigate the conclusions of the Phase I, which identified the use of the site for restaurant uses as a REC. The Phase II ESA determined that there was no evidence of a significant release to the subsurface in the areas assessed that would represent a risk to

human health or groundwater at the site and no further assessment is required. The proposed project has demonstrated compliance with Midtown Specific Plan Program EIR. Mitigation Measure HAZ-2. There is one existing structure on the project site, therefore, Mitigation Measure HAZ-1 is applicable to the proposed project. The proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to hazardous materials sites is not required.

Mitigation Measures:

HAZ-1 Prior to the issuance of demolition permits for any buildings or structures that would be demolished in conjunction with individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant shall conduct the following inspections and assessments for all buildings and structures onsite and shall provide the City of Long Beach Development Services Department with a copy of the report of each investigation or assessment.

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

HAZ-2 Prior to the issuance of grading permits for individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant shall submit a Phase I Environmental Site Assessment (ESA) to identify environmental conditions of the development site and determine whether contamination is present. The Phase I ESA shall be prepared by a Registered Professional Engineer and in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527.05, Standard Practice for Environmental Site Assessments: Phase I Environmental Site

Assessment Process. If recognized environmental conditions related to soils are identified in the Phase I ESA, the project applicant shall perform soil sampling as a part of a Phase II ESA. If contamination is found at significant levels, the project applicant shall remediate all contaminated soils in accordance with state and local agency requirements (California Department of Toxic Substances Control, Regional Water Quality Control Board, Long Beach Fire Department, etc.). All contaminated soils and/or material encountered shall be disposed of at a regulated site and in accordance with applicable laws and regulations prior to the completion of grading. Prior to the issuance of building permits, a report documenting the completion, results, and any follow-up remediation on the recommendations, if any, shall be provided to the City of Long Beach Development Services Department evidencing that all site remediation activities have been completed.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

Refer to response VIII, a) and c). Phase I and Phase II ESA reports were prepared for the project site. The Phase II ESA determined that there was no evidence of a significant release to the subsurface in the areas assessed that would represent a risk to human health or groundwater at the site and no further assessment is required. The proposed project has demonstrated compliance with Midtown Specific Plan Program EIR Mitigation Measure HAZ-2. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to hazardous materials sites is not required.

Mitigation Measure:

HAZ-2 [Refer to Hazards and Hazardous Materials thresholds a) and c)]

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

The proposed project is consistent with the development standards in the Midtown Specific Plan, and the proposed building height would not exceed the height limitations in the FAA Part 77 regulations. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to hazards associated with nearby airports or private airstrips is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

The proposed project does not propose to alter existing street patterns and would not impair implementation of or physically interfere with an adopted response or evacuation plan. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to interference with emergency response or evacuation plans is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No Change to
Midtown
Specific Plan
Program EIR**

Impact Area: Hydrology and Water Quality

-- Would the Project:

- | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|--------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | Less Than Significant | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planner uses for which permits have been granted)? | Less Than Significant | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | Less Than Significant | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course if a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | Less Than Significant with Mitigation | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Midtown Specific Plan Program EIR Determination	Potentially Significant Impact Not Identified in Midtown Specific Plan Program EIR	No Impact/ No Change to Midtown Specific Plan Program EIR
Impact Area: Hydrology and Water Quality			
-- Would the Project:			
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less Than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	Less Than Significant	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	No Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>Would the project violate any water quality standards or waste discharge requirements?</i>			

Construction Phase

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

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

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

Operation Phase

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

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

The project site (0.99-gross acre) is less than one acre in size. The proposed project would be required to comply with all applicable regulations regarding runoff during construction and operation of the project. The proposed mixed-use project would not create any potential violations of water quality standards or waste discharge requirements not anticipated in the Midtown Specific Plan Program EIR. Site design/LID and source control BMPs or equivalent measures to control pollutant runoff will be included within the project's grading and construction plans, if applicable. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of potential effects related to violations of water quality standards or waste discharge requirements is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- b) *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or*

a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planner uses for which permits have been granted)?

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Construction Phase

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

Operation Phase

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

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

Mitigation Measures:

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

The project site (0.99-gross acre) is less than one acre in size. The proposed project would be required to comply with all applicable regulations regarding runoff during construction and operation of the project. The proposed mixed-use project would not create any new conditions not anticipated in the Midtown Specific Plan Program EIR. Site design/LID and source control BMPs or equivalent measures to control pollutant runoff will be included within the project's grading and construction plans, if applicable. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of potential effects related to the degradation of water quality requirements is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

- g) *Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map?*
- h) *Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No Change to
Midtown
Specific Plan
Program EIR**

Impact Area: Land Use / Planning

-- Would the Project:

a) Physically divide an established community?	No Impact	<input type="checkbox"/>	■
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Less Than Significant with Mitigation	<input type="checkbox"/>	■
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	No Impact	<input type="checkbox"/>	■

a) *Would the project physically divide an established community?*

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

The General Plan (1989) designation for the project site is LU-7 and LU-3B, Mixed Use District and Residential. The associated General Plan Amendment will change the LUD 3B to LU-7 at the southwest corner of the lot. The General Plan analysis is reviewed as part of Exhibit C. The proposed mixed-use project with the General Plan Amendment would be consistent with the land use designation for the project site. The project-related improvements are limited to the project site and does not include the closure of any street or alley. Implementation of the proposed project requires a general plan amendment, as required in Mitigation Measure LU-1. The General Plan Amendment is associated with the project, therefore, the requirements of Mitigation Measure LU-1 are not required for approval of the proposed project. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, based upon the study of effects related to conflicts are completed, which is attached as Exhibit C.

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No Change to
Midtown
Specific Plan
Program EIR**

Impact Area: Mineral Resources

-- Would the Project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact

No Impact

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

No active mining operations exist in the City of Long Beach. The Midtown Specific Plan area and surrounding area are mapped and do not contain significant mineral deposits. Implementation of the Specific Plan would not cause the loss of availability of mineral resources valuable to the region or state, and no impact would occur.

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Impact Area: Noise

-- Would the Project result in:

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

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

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

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

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

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

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

Mitigation Measure:

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

Mitigation Measures:

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

Mitigation Measure:

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

Mitigation Measure:

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No Change to
Midtown
Specific Plan
Program EIR**

Impact Area: Population and Housing

-- Would the Project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Less Than
Significant

Less Than
Significant

Less Than
Significant

- a) *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

The project site contains a vacant one-story restaurant building with on-site parking. No housing or people would be displaced with construction of the proposed mixed-use project. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to the displacement of housing and people is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

Midtown
Specific Plan
Program EIR
Determination

Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR

No Impact/
No Change to
Midtown
Specific Plan
Program EIR

Impact Area: Public Services

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

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

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

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

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

The proposed project will include 13,850 square feet of private and common open space to comply with the Midtown Specific Plan open space requirements, thereby increasing the amount of open space on the project site. An in-lieu park fee is not required for affordable housing projects pursuant to Long Beach Municipal Code Section 18.18.120.E. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to increases in the use of existing neighborhood and regional parks is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Impact Area: Recreation

-- Would the Project:

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

Less Than Significant



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

Less Than Significant



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

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

The proposed project will include 13,850 square feet of private and common open space to comply with the Midtown Specific Plan open space requirements, thereby increasing the amount of open space on the project site. An in-lieu park fee will be required per the conditions of approval and the Midtown Specific Plan Program EIR to off-set the lack of parkland space. Therefore, the proposed project would be consistent with the findings

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

The proposed project will include 13,850 square feet of private and common open space to comply with the Midtown Specific Plan open space requirements, thereby increasing the amount of open space on the project site. As an affordable housing project an in-lieu park fee will not be required as they are exempt from paying this fee. However, the project will construct the first on-street parklet within the Midtown Specific which is consistent with the Plan and the Program EIR to off-set the lack of parkland space. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to the construction or expansion of recreational facilities is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No Change to
Midtown
Specific Plan
Program EIR**

Impact Area: Transportation/Traffic

-- Would the Project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less Than
Significant with
Mitigation



b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than
Significant



c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Less Than
Significant



d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than
Significant



e) Result in inadequate emergency access?

Less Than
Significant



f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than
Significant



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

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

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

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

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

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

Mitigation Measures:

TRAF-1 As part of the subsequent environmental review for development projects that would be accommodated by the Midtown Specific Plan, a site-specific traffic study shall be prepared by the project applicant/developer to evaluate the project's potential traffic and transportation impacts and to identify specific improvements, as deemed necessary, to provide safe and efficient onsite circulation and access to the Midtown Specific Plan area.

TRAF-2 Prior to the issuance of occupancy permits for development projects that would be accommodated by the Midtown Specific Plan, project applicants/developers shall make fair-share payments to the City of Long Beach toward construction of the traffic improvements listed below. The following traffic improvements and facilities are necessary to mitigate impacts of the Midtown Specific Plan and shall be included in the fee mechanism(s) to be determined by the City of Long Beach:

Existing (2014) With Project Improvements

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

Cumulative Year (2035) With Project Improvements

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

e) Would the project result in inadequate emergency access?

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

**Midtown
Specific Plan
Program EIR
Determination**

**Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR**

**No Impact/
No Change to
Midtown
Specific Plan
Program EIR**

Impact Area: Tribal Cultural Resources

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

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

Less Than
Significant With
Mitigation



Less Than
Significant With
Mitigation



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

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

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

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

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Midtown
Specific Plan
Program EIR
Determination

Potentially
Significant
Impact Not
Identified
in Midtown
Specific
Plan
Program
EIR

No Impact/
No Change to
Midtown
Specific Plan
Program EIR

**Impact Area:
Utilities and Service System**

-- Would the Project:

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

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

Less Than
Significant



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

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

The proposed project would not exceed the development intensity for the project site permitted under the Midtown Specific Plan. The project applicant would be required to pay an LACSD connection fee when the mixed-use development is hooked up to a sewer line and would be required to comply with LARWQCB requirements governing discharges to municipal storm drainage system. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR with the approval of the General Plan Amendment associated with the project- no further study of effects related to wastewater treatment requirements is not required.

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

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

Mitigation Measures:

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

Refer to Utilities and Service System threshold b).

The proposed project would not exceed the development intensity for the project site permitted under the Midtown Specific Plan. The project applicant would be required to pay an LACSD connection fee when the mixed-use development is hooked up to a sewer line. In a letter dated August 21, 2017 from the LACSD the expected average wastewater flow from the proposed project is 11,955 gallons per day. In addition, the letter satisfies the requirement to provide a "Will Serve" letter from LACSD for the project. Therefore, the proposed project would be consistent with the findings included in the Midtown Specific Plan Program EIR, and further study of effects related to the wastewater treatment capacity is not required.

Mitigation Measures:

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

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

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

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

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

Electricity

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

electricity supplies in the region for the estimated net increase in electricity demands, and buildout under the Midtown Specific Plan would not require expanded electricity supplies.

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

Natural Gas

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

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

NO IMPACT NOT IDENTIFIED IN PREVIOUS EIR

2.0 Conclusion

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