CITY OF
LONG BEACH

Development Services
411 West Ocean Boulevard, 3rd Floor Long Beach, CA 90802
(562) 570-5237

H-9

August 11, 2020

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Receive supporting documentation into the record, conclude the public hearing, and adopt Mitigated Negative Declaration MND03-20 (State Clearinghouse SCH# 2020050231) in accordance with the provisions of the California Environmental Quality Act (CEQA) and State and local Guidelines;

Declare an Ordinance approving a Zone Change ZCHG17-010 from CCA (Community Commercial Automobile-Oriented) and R-1-N (Single-Family Residential) to CCN (Community R-4-N), read the first time and laid over to the next regular meeting of the City Council for final reading; and,

Approve a Site Plan Review SPR17-063 and Vesting Tentative Tract Map No. 77096 VTTM17-002, to allow the construction of 38 for-sale three-story townhomes located at 5100 Long Beach Boulevard. (District 8)

DISCUSSION

On June 18, 2020, the Planning Commission conducted a public hearing on the proposed project (Application No. 1707-11) (Attachment A - Location), considered public testimony, and recommended that the City Council approve the requested actions (Attachment B – Planning Commission Report).

The site is a former redevelopment property located on the east side of Long Beach Boulevard, between East Home Street to the south and Sunset Street to the north, in the Addams Neighborhood of North Long Beach. The site encompasses seven parcels, for a total project area of 1.8 acres (approximately 78,621 square feet), and is zoned Community Commercial Automobile-Oriented (CCA) and Single-Family Residential (R-1-N). Five of the parcels have stood vacant since 2013 and two are developed with a 1,478-square-foot single-family residence. The developer seeks to demolish the existing single-family residence and construct 38 three-story for-sale townhomes. The proposal also requires a Zone Change to CCN (Community R-4-N) to facilitate development of the townhomes (Attachment C – Zone Change Map).

The project site is immediately bordered by commercial and residential uses to the north, across Sunset Street; commercial uses and Dooley Elementary School to the west, across Long Beach Boulevard; commercial uses and multi-family residential uses to the south, across

Home Street; and residential uses immediately to the east, as well as across Cedar Avenue. The project site and adjacent uses are shown in Figure 1.

Figure 1: Aerial of Project Site and Surrounding Uses

The property is owned by the City of Long Beach and is currently in escrow to transfer the property to the project applicant, City Ventures.

Project Proposal

The proposed project involves demolition of the existing 1,478-square-foot single-family residence and the construction of 38 three-story townhomes within seven buildings that would be a maximum height of 38 feet, with 86 on-grade parking spaces. Of the 86 required parking stalls, 76 are proposed as garage spaces (42 of which are proposed in tandem configuration) and 10 spaces would be designated as guest parking stalls. Of the 38 units, 21 would be three-bedroom, three-bath townhome units consisting of approximately 1,411 square feet and 17 units would be three-bedroom, three-bath plus a den townhome units consisting of approximately 1,747 square feet. The project will also provide 8,006 square feet of private open space and 4,729 square feet of common open space for a total of 12,735 square feet of usable open space.

Entitlements

As proposed, the project requires the following entitlements:

- **Zone Change:** Required to change the existing zoning from CCA and R-1-N to CCN (which permits medium density residential development) to allow the development of the proposed townhomes[1].

- **Site Plan Review:** Required for a residential project proposed with five or more units as one project[2].

- **Vesting Tentative Tract Map:** Required to allow the consolidation of the seven parcels into one parcel and the subdivision of airspace, which enables the creation of individual townhome units that can be sold separately[3].

Zone Change

The site is currently zoned CCA along the western portion of the project site, fronting Long Beach Boulevard, and R-1-N on the eastern portion. CCA is a commercial zone that permits retail and service uses, multi-family residential uses are not permitted. The R-1-N zone is a residential zone that allows for single-family residential uses on standard lots.

The General Plan's Land Use Element, adopted in December 2019, designates the project site as NSC-L (Neighborhood Serving Center or Corridor - Low Density). This PlaceType is a mixed-use land use designation that allows neighborhood-serving, low-intensity commercial (NSC-L) uses and low-density apartment and condominium buildings[4]. The NSC-L designation allows up to three stories in height and residential densities of up to 44 dwelling units per acre (du/acre), depending on lot size.

The applicant seeks a Zone Change to CCN to allow for the construction of the proposed townhomes in accordance with the CCN development standards. The CCN zone is similar to the Community Auto-Oriented District but differs in that it is a mixed-use zone that also permits medium density residential development at R-4-N densities. This density is required to allow the development of 38 townhomes.

The Planning Commission found the Zone Change to the CCN Zoning District better aligns the parcels to the PlaceType outlined in the Land Use Element and facilitates the development of the vacant lots with housing. Additionally, the townhome development project would serve as an appropriate transition between the existing commercial uses that flank Long Beach Boulevard and the single-family and multi-family residences that frame such uses.

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[1] Long Beach Municipal Code (LBMC) §21.25.101
[2] LBMC §21.25.502.A.1.a
[3] LBMC §20.12 and §20.14
[4] Land Use Element, p. 65

Site Plan Review

The Site Plan Review process is established to meet certain community goals which are, among others, to ensure that the highest quality of land planning and design are incorporated into development projects, to ensure that new projects are compatible with existing neighborhoods in terms of scale, style and construction materials, and to ensure the maintenance, restoration, enhancement and protection of the environment[5]. On December 11, 2019, the Site Plan Review Committee reviewed the project architecture and site layout and approved the project pursuant to LBMC §21.25.503. The final approval of the project is contingent on the Zone Change.

The site is located on Long Beach Boulevard, a corridor generally characterized by commercial uses on properties immediately adjacent to Long Beach Boulevard and residential uses on properties beyond Long Beach Boulevard. Twenty-three of the townhomes are oriented toward Long Beach Boulevard, and access is provided to the townhomes through pedestrian walkways accessible from the sidewalk along Long Beach Boulevard. Private open space in front of each townhome also punctuates the sidewalk along Long Beach Boulevard. Any front wall proposed within the 15-foot front yard setback will be limited to 3 feet in height ensuring that a positive relationship to the public realm is maintained.

A single-family residence shares a side property line with the project site and is located immediately to the east of the project site. The proposed townhome development along this property line will be set back 23 feet from the shared property line to provide a buffer to the single-family residence, and such setback area will be conditioned to be improved with mature landscaping to help screen views and address potential noise impacts (Attachment D – Conditions of Approval).

Architecture

The applicant proposes to build 38 three-story townhomes (38 feet in height) with 86 parking spaces on a site along Long Beach Boulevard that is largely vacant except for an existing single-family home located on two of the parcels. The residence is not designated as a historic landmark, nor is the project site located in a historic district. As such, demolition of the existing residence is not anticipated to result in historic impacts (Attachment E – Mitigated Negative Declaration IS-MND 03-20). Sunset Street and Cedar Avenue provide vehicular access to the individual garages and surface parking via an internal driveway. The townhome development is proposed with a variety of green building features, including rooftop solar panels to result in net zero energy[6] townhomes and a Leadership in Energy and Environmental Design (LEED) Gold equivalency rating (Attachment F – Green Scorecard).

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[5] LBMC §21.25.501

[6] The townhome development is fully electric, and rooftop solar panels would provide all energy used onsite.

The design of the proposed townhome development reflects a modern architectural style with a flat roof and parapet consisting of two-color schemes that help achieve both variety and cohesiveness among the seven townhome buildings.

Open Space

The project requires a total of 5,700 square feet of common and private open space, and the applicant proposes a total of 12,735 square feet of common and private open space combined. Common open space is proposed as a cluster of five outdoor space areas distributed throughout the project site. The common open space includes event lawn areas for active play or passive activities, shade structures with community seating, a vegetable planter, built-in barbecue kitchen with harvest table, lounge seating, and enhanced landscaping (refer to sheets L-1 to L-4 in Attachment G – Plans, Renderings, and Vesting Tentative Tract Map No. 77096).

Private open space will be provided in the form of private decks and private yard areas at the individual townhome units.

Vesting Tentative Tract Map (VTTM)

The project includes a request for a Vesting Tentative Tract Map (Attachment G – Plans, Renderings, and VTTM No. 7796), which proposes to merge seven parcels into a single 78,621-square-foot lot and create 38 condominium subdivisions for sale. The proposed subdivision supports the orderly development of land consistent with the Zoning Code and General Plan, and dedications will be provided as part of the Vesting Tentative Tract Map approval.

Based on the discussion above, positive findings can be made for the Zone Change, as well as for the Site Plan Review and Vesting Tentative Tract Map to develop 38 townhomes for sale. The Vesting Tentative Tract Map is consistent with the Land Use Element of the General Plan, which designates the project site as NSC-L, and the design of the subdivision is consistent with height and density standards set forth for residential development by the PlaceType. The detailed findings for each entitlement are attached in Attachment H - Findings.

Conclusion

The project will redevelop a site that has largely sat vacant and not utilized since 2013 for critically-needed housing in the form of for-sale three-bedroom units, for which there has been an expressed need for to satisfy a local shortage in units for larger families. The proposed townhome development is appropriate in design and scale to the neighborhood and site conditions and will make a positive contribution to the Long Beach Boulevard corridor. Staff is able to make positive findings for all of the requested entitlements and recommends that the City Council approve these entitlements (Attachment H).

Public hearing notices were distributed on July 28, 2020, in accordance with the requirements of Chapter 21.21 of the Long Beach Municipal Code. Any written testimony received following the preparation of this report will be provided to the City Council prior to the hearing.

Pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, an Initial Study/Mitigated Negative Declaration (IS/MND-03-20, State Clearinghouse No. 2020050231) has been prepared for the project and finds that, by implementing identified mitigation measures, the project will not result in significant effects to the environment (Attachment E – IS/MND-03-20). The IS/MND was circulated for a 30-day public review period between May 11, 2020 and June 9, 2020. Staff received seven public comments on the MND, both from members of the public, as well as from other public agencies and organizations. The comments and the responses to the comments are included in the Responses to Comments section of the Final IS/MND (Attachment I Final Mitigated Negative Declaration with Responses to Comments). Attachment J also includes public comments received outside of the 30-day public review period.

At its June 18, 2020 regularly scheduled meeting, the Planning Commission took action to recommend approval of the project: five Commissioners approved the project proposal, and two Commissioners were absent.

The matter was reviewed by Assistant City Attorney Michael J. Mais on July 13, 2020 and by Budget Analysis Officer Julissa José-Murray on July 21, 2020.

TIMING CONSIDERATIONS

City Council action is requested on August 11, 2020. Pursuant to §21.25.103 of the Zoning Code, the Planning Commission's recommendations on this matter must be transmitted to the City Council within 60 days of positive action by the Planning Commission on June 18, 2020.

FISCAL IMPACT

This recommendation has no staffing impact beyond the budgeted scope of duties and is consistent with existing City Council priorities. There is no fiscal or local job impact associated with this recommendation.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,

OSCAR W. ORCI
DIRECTOR OF DEVELOPMENT SERVICES

APPROVED:

THOMAS B. MODICA
CITY MANAGER

ATTACHMENTS: ORDINANCE
ATTACHMENT A – LOCATION
ATTACHMENT B – PLANNING COMMISSION REPORT
ATTACHMENT C – ZONE CHANGE MAP
ATTACHMENT D – CONDITIONS OF APPROVAL
ATTACHMENT E – MITIGATED NEGATIVE DECLARATION IS-MND 03-20
ATTACHMENT F – GREEN SCORECARD
ATTACHMENT G – PLANS, RENDERINGS, AND VESTING TENTATIVE TRACT MAP NO. 7796
ATTACHMENT H – FINDINGS
ATTACHMENT I – FINAL MITIGATED NEGATIVE DECLARATION WITH RESPONSES TO COMMENTS
ATTACHMENT J – PUBLIC COMMENTS RECEIVED

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LONG BEACH AMENDING THE USE DISTRICT MAP OF THE CITY OF LONG BEACH AS SAID MAP HAS BEEN ESTABLISHED AND AMENDED BY AMENDING PORTIONS OF PART 22 OF SAID MAP FROM CCA (COMMUNITY COMMERCIAL AUTOMOBILE-ORIENTED) AND R-1-N (SINGLE-FAMILY RESIDENTIAL) TO CCN (COMMUNITY R-4-N)

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

Section 1. Environmental documentation having been prepared, certified, received and considered as required by law, and the City Council hereby finding that the proposed change will not adversely affect the character, livability or appropriate development of the surrounding area and that the proposed change is consistent with the goals, objectives and provisions of the General Plan, the official Use District Map of the City of Long Beach, as established and amended, is further amended by amending portions of Part 22 of said Map from CCA (Community Commercial Automobile-Oriented) and R-1-N (Single-Family Residential) to CCN (Community R-4-N).

Section 2. Those portions of Part 22 of said Map that are amended by this ordinance are depicted on Exhibit "A" which is attached hereto and by this reference made a part of this ordinance and the official Use District Map of the City.

Section 3. All ordinances and parts of ordinances in conflict herewith are hereby repealed.

Section 4. The City Clerk shall certify to the passage of this ordinance by

OFFICE OF THE CITY ATTORNEY
CHARLES PARKIN, City Attorney
411 West Ocean Boulevard, 9th Floor
Long Beach, CA 90802-4664

the City Council and cause it to be posted in three conspicuous places in the City of Long Beach, and it shall take effect on the thirty-first day after it is approved by the Mayor.

I hereby certify that the foregoing ordinance was adopted by the City Council of the City of Long Beach at its meeting of _____, 2020, by the following vote:

Ayes: Councilmembers: _____

_____

_____

_____

Noes: Councilmembers: _____

_____

Absent: Councilmembers: _____

_____

Recusal(s): Councilmembers: _____

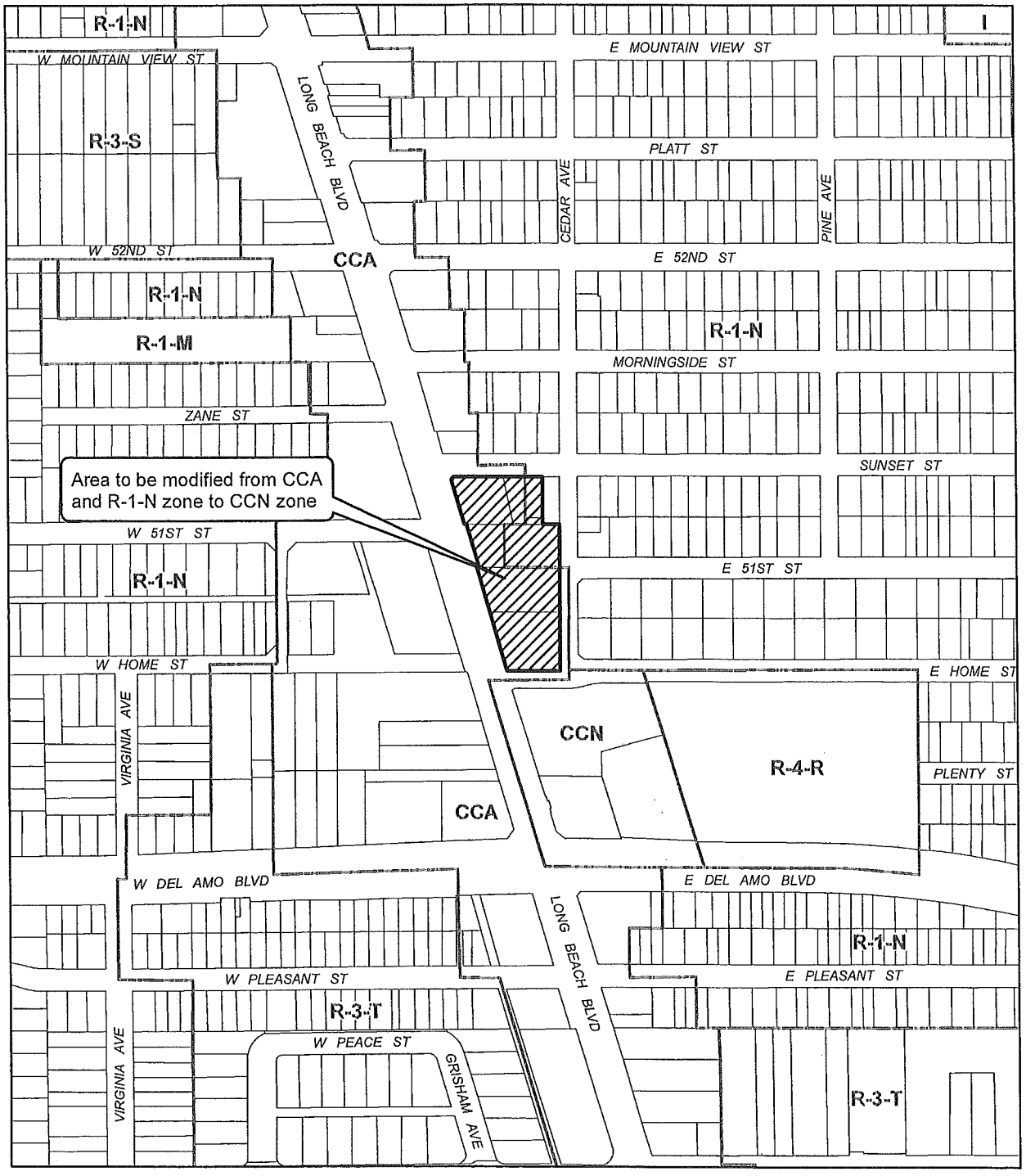
_____

_____
City Clerk

Approved: _____

_____
Mayor

OFFICE OF THE CITY ATTORNEY
CHARLES PARKIN, City Attorney
411 West Ocean Boulevard, 9th Floor
Long Beach, CA 90802-4664



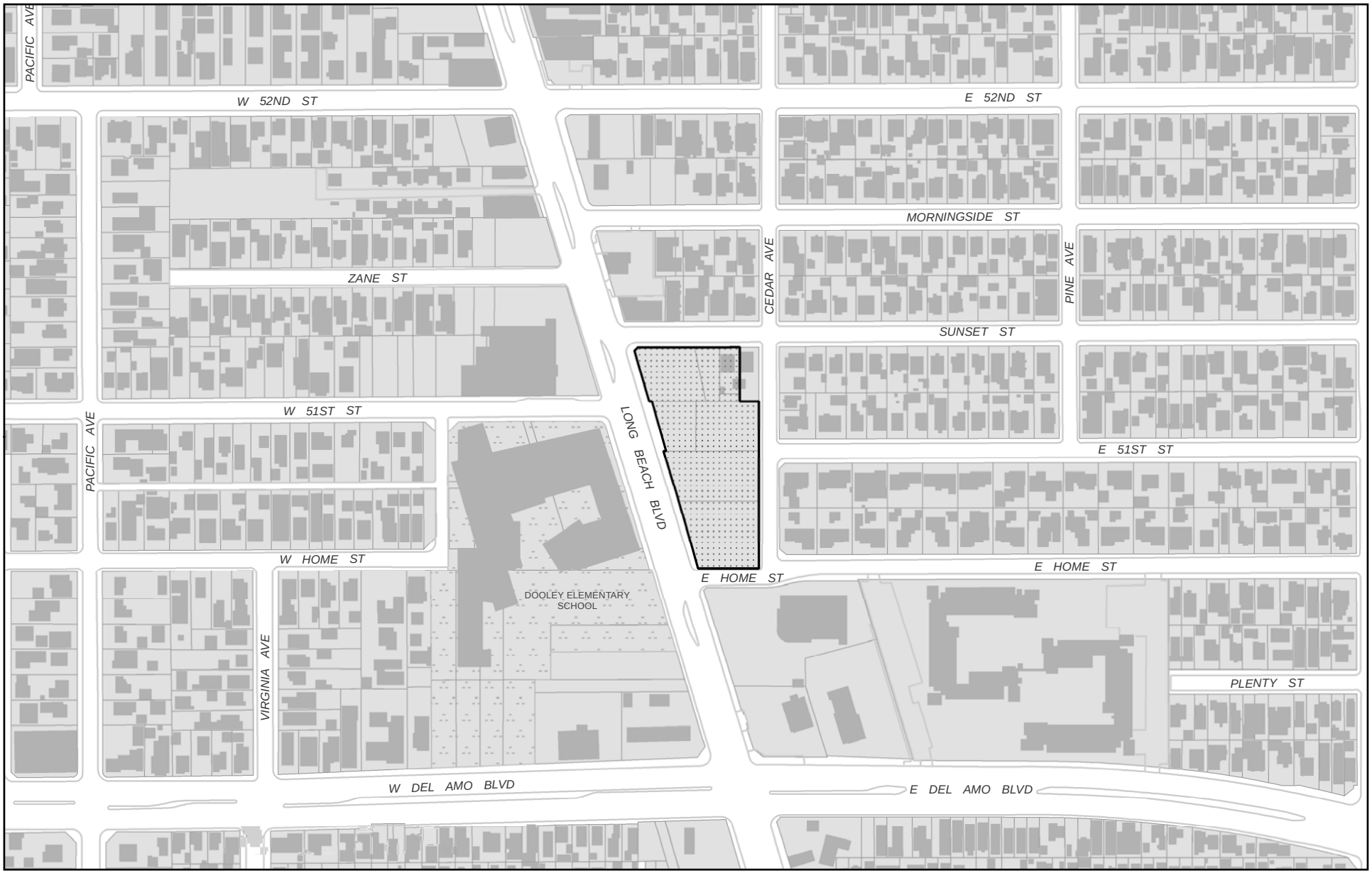
Area to be modified from CCA & R-1-N zone to CCN zone

AMENDMENT TO A PORTION OF PART 22 OF THE USE DISTRICT MAP

N

Rezoning Case
1707-11
(ZCHG17-010)

EXHIBIT "A"



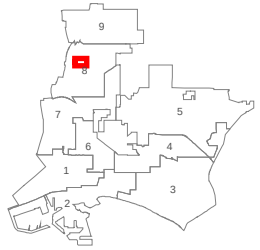
Subject Property:

5100 Long Beach Blvd
Application No. 1707-11
Council District 8
Zoning Code : CCA, R-1-N

Exhibit A

N

150 75 0 150 300 Feet



Development Services
Planning Bureau
411 West Ocean Boulevard, 3rd Floor, Long Beach, CA 90802
(562) 570-6194

June 18, 2020

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Recommend that the City Council adopt Mitigated Negative Declaration MND03-20 (State Clearinghouse SCH# 2020050231) and approve Zone Change ZCHG17-010 from Community Commercial Automobile-Oriented (CCA) and Single-Family Residential (R-1-N) to Community R-4-N (CCN), Site Plan Review SPR17-063, and Vesting Tentative Tract Map VTTM17-002, to allow the construction of 38 three-story townhomes located at 5100 Long Beach Boulevard. (Council District 8)

APPLICANT: Kim Prijatel
City Ventures
3121 Michelson Drive, Suite 150
Irvine, CA 92612
(Application No. 1707-11)

DISCUSSION

The site is a former redevelopment site located on the east side of Long Beach Boulevard, between East Home Street to the south and Sunset Street to the north, in the Addams Neighborhood of North Long Beach. The site encompasses seven parcels for a total project area of 1.8 acres (approximately 78,621 square feet) and is zoned Community Commercial Automobile-Oriented (CCA) and R-1-N Single-Family Residential (Exhibit A - Vicinity Map). Five of the parcels have stood vacant since 2013 and two are developed with a 1,478-square-foot single-family residence. The developer seeks to demolish the existing single-family residence and construct 38 three-story for-sale townhomes. The proposal also requires a Zone Change to CCN (Community R-4-N) to facilitate development of the townhomes (Exhibit B - Zone Change Map).

The project site is immediately bordered by commercial and residential uses to the north, across Sunset Street; commercial uses and Dooley Elementary School to the west, across Long Beach Boulevard; commercial uses and multi-family residential uses to the south, across Home Street; and residential uses immediately to the east, as well as across Cedar Avenue. The project site and adjacent uses are shown in Figure 1 below.

Figure 1: Aerial of Project Site and Surrounding Uses

The property is owned by the City of Long Beach and is currently in escrow to transfer the property to the project applicant, City Ventures.

Project Description

The proposed project involves demolition of the existing 1,478-square-foot single-family residence and the construction of 38 three-story townhomes within seven buildings that would be a maximum height of 38', with 86 on-grade parking spaces. Of the 86 required parking stalls, 76 are proposed as garage spaces (42 of which are proposed in tandem configuration) and 10 spaces would be designated as guest parking stalls. Of the 38 units, 21 units would be three-bedroom, three-bath townhome units consisting of approximately 1,411 square feet and 17 units would be three-bedroom, three-bath-plus-a-den townhome units consisting of approximately 1,747 square feet. The project will also provide 8,006 square feet of private open space and 4,729 square feet of common open space for a total of 12,735 square feet of usable open space (Exhibit C - Plans, Renderings, and VTTM No. 77096).

Required Entitlements

As proposed, the project requires the following entitlements:

- **Zone Change:** Required to change the existing zoning from CCA and R-1-N to CCN (which permits medium density residential development) to allow the development of the proposed townhomes[1].

- **Site Plan Review:** Required for a residential project proposed with five or more units as one project[2].

- **Vesting Tentative Tract Map:** Required to allow the consolidation of the seven parcels into one parcel and the subdivision of airspace, which enables the creation of individual townhome units that can be sold separately[3].

The Planning Commission will act in an advisory capacity for this application as the City Council issues the final decision on a Zone Change. Therefore, the project requires recommendation by the Planning Commission before it is presented to the City Council for review and final decision.

Zone Change

The site is currently zoned CCA District along the western portion of the project site, fronting Long Beach Boulevard, and R-1-N on the eastern portion. The CCA District is a commercial zone that permits retail and service uses. Multi-family residential uses are not permitted in the CCA zone. The R-1-N zone is a residential zone that allows for single-family residential uses on standard lots.

The General Plan's Land Use Element, adopted in December 2019, designates the project site as NSC-L (Neighborhood Serving Center or Corridor - Low Density). This PlaceType is a mixed-use land use designation that allows neighborhood-serving, low-intensity commercial uses and low-density apartment and condominium buildings[4]. The NSC-L designation allows up to three stories in height and residential densities of up to 44 dwelling units per acre (du/acre), depending on lot size.

The applicant seeks a Zone Change to CCN (Community R-4-N) District to allow for the construction of the proposed townhomes in accordance with the CCN development standards. The CCN zone is similar to the Community Auto-Oriented District but differs in that it is a mixed-use zone that also permits medium density residential development at R-4-N densities. This density is required to allow the development of 38 townhomes.

Staff is supportive of the Zone Change as the proposed CCN zone will better align the existing zoning designations of the parcels to their PlaceType outlined in the Land Use Element and

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[1] LBMC §21.25.101
[2] Long Beach Municipal Code (LBMC) §21.25.502.A.1.a
[3] LBMC §20.12 and §20.14
[4] Land Use Element, p. 65

facilitate the construction of housing on otherwise vacant lots. Additionally, the townhome development project would serve as an appropriate transition between the existing commercial uses that flank Long Beach Boulevard and the single-family and multi-family residences that frame such uses.

Site Plan Review

The Site Plan Review process is established to meet certain community goals which are, among others, to ensure that the highest quality of land planning and design are incorporated into development projects, to ensure that new projects are compatible with existing neighborhoods in terms of scale, style and construction materials, and to ensure the maintenance, restoration, enhancement and protection of the environment[5]. On December 11, 2019, the Site Plan Review Committee reviewed the project architecture and site layout and approved the project pursuant to LBMC §21.25.503. The final approval of the project is contingent on the Zone Change. Table 1 provides a summary of the proposed project's compliance with the proposed CCN Zoning District.

Table 1: Summary of Proposed Development

5100 Long Beach Boulevard Project	**Required[6]**	**Proposed**
Density	44 dwelling units/acre max	23.66 dwelling units/acre
Height	38' (3 stories) max	38' (3 stories)
Open Space	150 square feet (sf)/unit = **5,700 SF total** Common open space: 2,850 SF Private open space: 2,850 SF Plus a 300-SF recreation room	335 SF/unit = **12,735 SF total** Common open space: 4,729 SF Private open space: 8,006 SF Waiver of recreation room is requested[7]

[5] LBMC §21.25.501
[6] Based on the General Plan designation of NSC-L (Neighborhood Serving Center or Corridor - Low Density) and proposed zone of CCN (Community R-4-N)
[7] LBMC §21.25.508A.1.b

Parking	76 garage spaces + 10 guest spaces = **86 total**	76 garage spaces + 10 guest spaces = **86 total** 42 of the garage spaces are proposed as tandem and require a waiver[8]

The site is located on Long Beach Boulevard, a corridor generally characterized by commercial uses on properties immediately adjacent to Long Beach Boulevard and residential uses on properties beyond Long Beach Boulevard. Twenty-three of the townhomes are oriented toward Long Beach Boulevard, and access is provided to the townhomes through pedestrian walkways accessible from the sidewalk on Long Beach Boulevard. Private open space in front of each townhome also punctuates the sidewalk along Long Beach Boulevard, which contributes positively to the streetscape. Any front wall proposed within the 15' front yard setback will be limited to 3' in height, and the project will be conditioned as such for the purpose of ensuring that a positive relationship to the public realm is maintained.

A single-family residence shares a side property line with the project site and is located immediately to the east of the project site. The proposed townhome development along this property line will be set back 23' from the shared property line to provide a buffer to the single-family residence, and such setback area will be conditioned to be improved with mature landscaping to help screen views and address potential noise impacts.

Architecture

The applicant proposes to build 38 three-story townhomes (38' in height) with 86 parking spaces on a site along Long Beach Boulevard that is largely vacant except for an existing single-family home located on two of the parcels. The residence is not designated as a historic landmark, nor is the project site located in a historic district. As such, demolition of the existing residence is not anticipated to result in historic impacts, and page 37 of the environmental document (Attachment G – IS-MND) addresses the demolition of the existing residence in the Cultural Resources section of the document. Sunset Street and Cedar Avenue provide vehicular access to the individual garages and surface parking via an internal driveway located on the site. The townhome development is proposed with a variety of green building features, including rooftop solar panels to result in net zero energy[9] townhomes.

The design of the proposed townhome development reflects a modern architectural style with a flat roof and parapet consisting of two-color schemes that help achieve both variety and cohesiveness among the seven townhome buildings. Each scheme includes a white base stucco color, an accent color (either Ceremonial Gold or Underseas), horizontal lap siding in Suitable Brown, and a second accent color for the entry doors (in either Caribbean Coral or Peacock Plume). A condition of approval has been added regarding the quality of the stucco to ensure a high-quality product.

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[8] LBMC §21.25.508.A.3

[9] The townhome development is fully electric, and rooftop solar panels would provide all energy used onsite.

Open Space

The project requires a total of 5,700 square feet of common and private open space, and the applicant proposes a total of 12,735 square feet of common and private open space combined. Common open space is proposed as a cluster of five outdoor space areas distributed throughout the project site. Private open space will be provided in the form of private decks and private yard areas. In addition to the private and common open space requirement, projects with 21 or more units are required to provide a recreation room of 300 square feet or more[10] unless this requirement is waived at the discretion of the Site Plan Review Committee or Planning Commission[11]. A waiver may not be granted if it would in any way degrade the environment or change the land use classification or density. In lieu of the recreation room, the applicant proposes to more than double the required 5,700 square feet of total open space for this project, as well as various amenities in the proposed common open space areas. Two of the five proposed common space areas total more than four times the minimum required 300-square-foot recreation room (approximately 1,450 square feet) and are proposed with event lawn areas for active play or passive activities, shade structures with community seating, a vegetable planter, built-in barbecue kitchen with harvest table, lounge seating, and enhanced landscaping (refer to sheets L-1 to L-4 in Exhibit B - Plans & Renderings).

While a 300-square-foot recreation room would not be provided, the project incorporates a surplus of usable open space (12,735 square feet) over the minimum required 5,700 square feet, in addition to providing high-quality amenities that enhance the overall project design and result in high functionality of the usable open space. As conditioned, the common open space areas and their amenities proposed in exchange for the 300-square-foot recreation room shall be maintained in perpetuity and reflected in the Covenants, Conditions, and Restrictions (CC&Rs) for the project (Exhibit D - Conditions of Approval).

Parking and Leadership in Energy and Environmental Design (LEED) Gold Equivalency

As shown in Table 1 - Summary of Proposed Development, a total of 86 parking spaces are required for this project. All 76 parking spaces for the townhomes are proposed as garage parking spaces and 42 of the 76 garage spaces are proposed in tandem configuration. Tandem parking is not typically permitted as required parking for market-rate residential projects[12]; however, the Code allows the Director of Development Services to grant a project flexibility with certain development standards provided a commitment to LEED gold or higher certification is made.[13] The developer proposes design features for the project to achieve LEED Gold equivalency and be granted the flexibility to provide 42 of the required parking stalls in tandem configuration. Such features are summarized in the list below and further detailed in Exhibit E – Green Scorecard, which also provides the calculations of the proposed features in achieving LEED Gold equivalency.

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[10] LBMC §21.31.230.D.1
[11] LBMC §21.25.508
[12] LBMC §21.41.233
[13] LBMC §21.25.508.A.3 and LBMC §21.45.400.H

Proposed Green Features

- Onsite renewable energy generation through rooftop solar panels (net zero electric homes);
- Bioswales for 85% capture and treatment of total annual stormwater;
- 75% of total landscaping comprised of drought tolerant plants;
- Water-efficient fixtures; and
- EnergyStar appliances.

The project will be conditioned to maintain the features qualifying the project for the LEED Gold equivalency per the Green Scorecard, in perpetuity.

With incorporation of the aforementioned conditions of approval, overall, the project design is compatible in building design within itself and harmonious with neighboring structures and the surrounding community.

Vesting Tentative Tract Map (VTTM)

The project includes a request for a Vesting Tentative Tract Map (Exhibit B – Plans, Renderings, and VTTM No. 7796), which proposes to merge seven parcels into a single 78,621-square-foot lot and create 38 condominium subdivisions for the 38 for-sale townhomes. As part of the project, Public Works has required the following right-of-way dedications: 8' along Cedar Avenue; 3' along East Sunset Street; 10' along East Home Street; and between 3' and 13' along Long Beach Boulevard to provide a minimum 28-foot public right-of-way half-width from the existing centerline of Home Street. The proposed subdivision supports the orderly development of land consistent with the Zoning Code and General Plan.

Based on the discussion above, positive findings can be made for each of the three entitlements needed to allow the development of the 38-townhome project. The proposed Vesting Tentative Tract Map is consistent with the Land Use Element of the General Plan, which designates the project site as NSC-L (Neighborhood Serving Center or Corridor - Low Density), and the design of the subdivision is consistent with height and density standards set forth for residential development by the PlaceType. The detailed findings for each entitlement are attached in Exhibit F - Findings.

PUBLIC HEARING NOTICE

A total of 78 public hearing notices were distributed on June 4, 2020, in accordance with the requirements of Chapter 21.21 of the Long Beach Municipal Code.

At the time the report was prepared, four public comments were received regarding concerns over parking availability, affordability of the townhomes and general housing affordability, as well as a comment from the adjacent neighbor regarding privacy and noise concerns.

As discussed previously in the report, to mitigate potential privacy and noise concerns, the project has been conditioned to provide ample landscaping consisting of full-grown trees with a minimum

box size of 48" to screen the project from the adjacent neighbor to the east (Exhibit D – Conditions of Approval). The public comments are provided in Exhibit G – Public Comments Received.

ENVIRONMENTAL REVIEW

Pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, an Initial Study/Mitigated Negative Declaration (IS/MND-03-20, State Clearinghouse No. 2020050231) has been prepared for the project and finds that, by implementing identified mitigation measures, the project will not result in significant effects to the environment (Exhibit H– IS/MND-03-20). The IS/MND was circulated for a 30-day public review period between May 11, 2020 and June 9, 2020. As of the writing of the report, Staff received four public comments on the MND. The comments are summarized under the Public Comment section of this report and included in Exhibit G – Public Comments Received.

Respectfully submitted,

CYNTHIA DE LA TORRE
PROJECT PLANNER

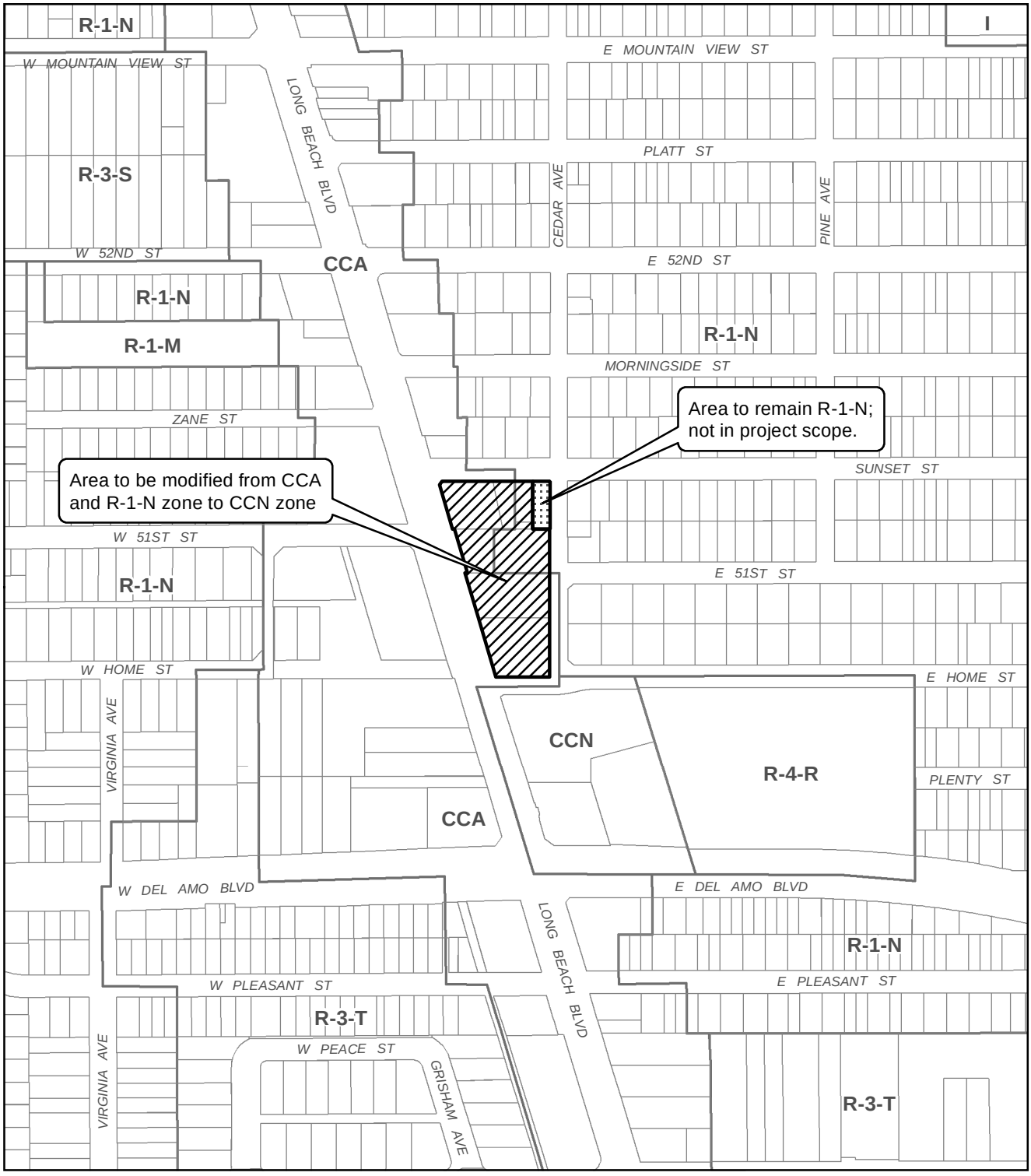
ALEXIS OROPEZA
CURRENT PLANNING OFFICER

CHRISTOPHER KOONTZ, AICP
PLANNING BUREAU MANAGER

LINDA F. TATUM, FAICP
DIRECTOR OF DEVELOPMENT SERVICES

LFT:CK:AO:cdlt

Attachments:
Exhibit A - Vicinity Map
Exhibit B - Zone Change Map
Exhibit C - Plans, Renderings, and VTTM No. 77096
Exhibit D - Conditions of Approval
Exhibit E - Green Scorecard
Exhibit F - Findings
Exhibit G - Public Comments Received
Exhibit H - IS-MND



Area to be modified from CCA & R-1-N zone to CCN zone

Area to remain R-1-N; not in project scope.

PROPOSED

AMENDMENT TO A PORTION OF PART 22 OF THE USE DISTRICT MAP

N

Rezoning Case
1707-11
(ZCHG17-010)

Attachment C

SITE PLAN REVIEW, ZONE CHANGE, VESTING TENTATIVE TRACT MAP
CONDITIONS OF APPROVAL

5100 Long Beach Blvd.
No. 1707-11
June 18, 2020

Special Conditions:

1. The following approvals are granted for this project:

    a. Adoption of an Initial Study/Mitigated Negative Declaration (IS/MND-03-20, State Clearinghouse No. 2020050231).

    b. Zone Change: from Community Commercial Automobile-Oriented (CCA) and R-1-N Single-Family Residential to CCN (Community R-4-N).

    c. Site Plan Review approval for the project as depicted on plans submitted to the Department of Development Services, consisting of:

        i. 38 three-story townhomes within seven buildings that would be a maximum height of 38';
        ii. 86 on-grade parking spaces consisting of 76 garage spaces (42 of which are in tandem configuration) and 10 designated guest parking stalls;
        iii. A total of 12,735 square feet of open space provided as 4,729 square feet of common open space and 8,006 square feet of private open space.

    d. Vesting Tentative Tract Map for the consolidation of seven existing parcels into a single 78,621-square-foot parcel and the subdivision of airspace for the 38 for-sale townhome units.

2. The code standards waived for this project through the Site Plan Review process are as follows:
    a. Open Space – Waiver of 300-square-foot recreation room;
    b. Parking – Flexibility in proposing tandem parking as required parking (42 of the 76 garage spaces) provided a commitment to LEED Gold equivalency is provided.

3. The project applicant shall provide for compliance with all mitigation measures of the Initial Study/Mitigated Negative Declaration (IS/MND) (IS/MND-03-20) that apply to this project. These mitigation measures are included, as part of the IS/MND, and by this reference, made a part of the conditions of approval.

4. The project shall maintain a 23’ setback along the eastern property line shared by the adjacent residential property at 40 East Sunset Street. The 23-foot setback area shall serve as a buffer and shall be improved with ample landscaping and full-grown trees with a minimum box size of 48” to the satisfaction of the Director of Development Services. The landscaping buffer must be maintained for the life of the project. In the event that replacement trees need to be planted in the setback area, the trees shall also be full-grown trees with a minimum box size of 48” to the satisfaction of the Director of Development Services.

5. The developer shall provide verification that any easement requirement, as indicated in the ALTA/NSPS Land Title Survey, has been resolved prior to the submission for project plan check review.

6. This permit and all development rights hereunder shall terminate 36 months 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 one 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).

8. Tandem parking is allowed for 42 of the 76 garage parking stalls in accordance with LBMC §21.25.508.A.3 and LBMC §21.45.400.H of the Zoning Ordinance, provided that:
    a. A commitment to LEED gold equivalency or higher certification is made through provision of the following green building features. The full extent of the features are provided in Exhibit E – Green Scorecard:
        i. Onsite renewable energy generation through rooftop solar panels (net zero electric homes);
        ii. Bioswales for 85% capture and treatment of total annual stormwater;
        iii. 75% of total landscaping comprised of drought tolerant plants;
        iv. Water-efficient fixtures; and
        v. EnergyStar appliances.

9. Pursuant to LBMC 21.42.050, the developer shall provide one (1) large canopy street tree, of not less than 24” box size, for each 25 feet of street frontage in the public right of way adjacent to the project site.

10. Stucco used on the exterior walls of the approved building shall consist of a sand finish type to the satisfaction of the Zoning Administrator.

11. A front wall or fence proposed within the 15’ front yard setback shall be limited to 3’ in height.

12. The applicant shall comply with Technical Advisory Committee (TAC) In-Lieu comments imposed by other departments, as applicable.

13. Prior to the issuance of a building permit for each phase of construction, the applicant shall notify all adjacent property owners and occupants in writing of when the start of grading/construction is to occur. The letter shall include a name and phone number of a responsible person who has the authority to resolve concerns.

14. Prior to issuance of a grading or building permit (whichever occurs first), the developer shall submit a proposed haul route/trucking route for all construction truck trips for review by the Director of Development Services and the City Engineer. The Director of Development Services and/or City Engineer may modify this proposed haul route/trucking route prior to its approval, as they deem necessary to protect the public safety and welfare, and to prevent negative impacts upon neighboring uses. Said modifications (if any) and approval shall be binding upon all hauling activities and construction truck trips by the developer.

15. Prior to the issuance of grading and building permits, the applicant shall submit a pedestrian access and protection plan to the Department of Development Services and the Department of Public Works for review and approval. The plan shall detail all pedestrian access closures and detail detours for safe navigation around the project site during construction. Sidewalk closures shall be avoided to the maximum extent feasible. The approved pedestrian access and protection plan shall be maintained on-site at all times during project construction activities.

16. In accordance with the comments received from the City of Long Beach, Energy Resources Department (LBER) during the In-Lieu Technical Advisory Committee (TAC) review process, the developer is to review and obtain approval for the proposed meter(s) locations and gas service line routing with LBER. The developer shall provide new total gas loads for the proposed development and confirm that the new meter(s) locations meet all LBER requirements. Per the Municipal Code, any structure or obstruction is not allowed to be built above the existing gas lines deterring access to those facilities. The developer shall contact LBER to obtain information on the cost and schedule impacts associated with relocation work associated with the project.

17. 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.

18. The project shall maintain the features qualifying the project for LEED Gold equivalency per the Green Scorecard, submitted as part of the application, in perpetuity.

19. Any street lights and exterior building lights to be provided within the private development shall be subject to review by the Director of Development Services prior to issuance of building and electrical permits. All lights shall be adequately shielded so as to prevent the intrusion of light and glare upon any residential property or structure.

20. All street lights and exterior building lights within the private development shall be Illuminating Engineering Society of North America (IESNA)-certified full-cutoff fixtures, or meeting IESNA specifications for full-cutoff fixtures.

21. The Department of Development Services, the Department of Community Development, 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.

22. The project shall be developed in substantial compliance with the plans approved by the Site Plan Review Committee on December 11, 2019. Each structure shall be designed and constructed as depicted on these plans, maintaining the same architectural style, quality of materials, and consistency of design. Minor changes to these approved plans, in keeping with the intent and spirit of the project approvals, may be approved at the discretion of the Director of Development Services. For any major changes, including changes to building/architectural materials, on-site improvements, site plan or layout, landscaping, or other significant items (including deviations from any of these conditions of approval), the developer shall be required to submit an application for a Modification of Approved Permit.

23. The developer shall provide a sample of all final exterior finish materials selected for construction for review by the Director of Development Services, prior to issuance of a building permit. If these materials are found to be below the standards approved in concept, the developer shall propose a different finish material and provide samples, to the satisfaction of the Director of Development Services.

Standard Conditions:

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

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

26. The project shall comply with the water efficient landscaping standards set forth by the State Model Water Efficient Landscape Ordinance (MWELO) and LBMC 21.42.035.

27. All structures shall conform to the Long Beach Building Code requirements. Notwithstanding this subject permit, all other required permits from the Building Bureau must be secured.

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

29. 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.

30. This approval is required to comply with these 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).

31. 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.

Vesting Tentative Map, Final Map, and C,C,&Rs

32. The Final Map is to be prepared in accordance with the approved Vesting Tentative Tract Map and shall be filed within thirty-six (36) months from the date of approval by the City Council of the Vesting Tentative Map, unless prior to expiration of the thirty-six month period, developer submits a written request for an extension of time, which receives approval from the Zoning Administrator.

33. The Final Map shall be prepared to conform to all conditions, exceptions and requirements of Title 20 (Subdivision Ordinance) of the City of Long Beach, unless specified otherwise herein.

34. Prior to approval of the Final Map, the subdivider shall deposit sufficient funds with the City to cover the cost of processing the Final Map through the Department of Public Works. Furthermore, the subdivider shall pay the Planning processing fees for the Final Map.

35. All County property taxes and all outstanding special assessments shall be paid in full prior to approval of the Final Map.

36. All required off-site improvements shall be financially provided for to the satisfaction of the Director of Public Works prior to approval of the Final Map.

37. The developer shall cause to be prepared Covenants, Conditions, and Restrictions (C,C,&Rs) for this project. A copy of the C,C,&Rs are to be provided to the Director of Development Services for review and approval prior to transmittal to the California Department of Real Estate or recordation with the County Recorder.

38. The C,C,&Rs shall be executed and recorded against the title of the parcel(s) and shall contain the following provisions, which shall also be noted on the Final Map:

    a. The subject residential project consists of 38 condominium subdivisions for 38 for-sale townhomes;

    b. A minimum of two (2) garage parking spaces shall be permanently maintained as parking facilities for each dwelling unit in the project. Parking spaces must be used solely for the parking of personal vehicles. Parking spaces may not be leased, subleased, rented, or sold, and are to be used exclusively by the residents of the respective townhome where each garage is located;

    c. A minimum of ten (10) guest parking spaces shall be permanently maintained, as shown on the approved plans, within the development. These spaces shall be reserved solely for visitors and shall not be used by residents of the development;

    d. The project shall maintain a 23’ setback along the eastern property line shared by the adjacent residential property at 40 East Sunset Street. The 23-foot setback area shall serve as a buffer and shall be improved with ample landscaping and full-grown trees with a minimum box size of 48” to the satisfaction of the Director of Development Services. The landscaping buffer must be maintained for the life of the project. In the event that replacement trees need to be planted in the setback area, the trees shall also be full-grown trees with a minimum box size of 48” to the satisfaction of the Director of Development Services;

    e. A clear, detailed and concise written description of the common areas and facilities of the community shall be provided. The common space areas and their amenities, as shown in the approved plans, shall be maintained in perpetuity;

    f. The Homeowners’ Association shall be responsible for the operation and maintenance of the following, and such responsibilities shall be provided for

in the C,C,&Rs:

1) The private sewer connection(s) to the public sewer in the public right-of-way;
2) The site drainage system(s);
3) The maintenance of all common areas, common landscaping, community buildings, facilities, and amenities;
4) A provision for the maintenance of the exterior of each residence and the private landscaping associated with each residence;
5) All private streets, sidewalks, parkways, and driveways;
6) All perimeter fences, walls, and gates, and interior fences, walls, and gates;
7) All adjacent public right-of-way street trees, parkways, sidewalks, and drive aprons;
8) Enforcement of parking restrictions for the guest parking spaces;
9) Any costs or corrections due to building or property maintenance code enforcement actions.

g. The applicant shall identify the areas designated for regular trash pickup; and

h. Graffiti removal shall be the responsibility of the Homeowner's Association. Graffiti shall be removed within 24 hours of its discovery. This responsibility shall include graffiti on the outside of the perimeter walls in addition to any graffiti within the development.

Operation and Maintenance

39. All residential trash receptacles shall be stored in the designated trash areas shown on approved plans. The intent of this condition is that trash receptacles shall be stored within each dwelling's garage or inside of a fenced yard area, concealed from view from the access road and neighboring dwellings.

40. All exterior on-site newsstands and racks (including free publications, classifieds, etc.), vending machines, donation bins, and publicly-accessible telephones shall be prohibited, and any existing ones shall be removed.

41. The applicant shall provide the following to the satisfaction of the Director of Public Works:

GENERAL REQUIREMENTS

a. The final map shall be based upon criteria established by the California Subdivision Map Act and/or Title 20 of the Long Beach Municipal Code.

b. Prior to final map approval, the Subdivider shall obtain utility clearance letters for any public entity or public utility holding any interest in the subdivision as required by the Subdivision Map Act.

c. All required facilities, required by the Department of Public Works, not in place and accepted prior to final map approval must be guaranteed by instrument of credit or bond to the satisfaction of the Director of Public Works.

d. Prior to the start of any on-site/off-site excavation, demolition or construction, the Subdivider 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.).

e. 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. Construction plans shall be submitted to the Department of Public Works for all encroachments over the public right-of-way, to be reviewed for approval as to compliance with California Building Code Chapter 32.

f. All refuse and recycling receptacles shall be subject to the standards and requirement of Long Beach Municipal Code Chapter 8.60.

PUBLIC RIGHT-OF-WAY

g. The Subdivider shall dedicate and improve 8 feet for right-of-way purposes along Cedar Avenue adjacent to the project site. Sidewalk improvements shall be constructed with Portland cement concrete to the satisfaction of the Director of Public Works.

h. The Subdivider shall dedicate and improve 3 feet for right-of-way purposes along East Sunset Street adjacent to the project site. Sidewalk improvements shall be constructed with Portland cement concrete to the satisfaction of the Director of Public Works. All abandoned and unused facilities shall be removed by the Subdivider.

i. The Subdivider shall dedicate and improve a minimum of 10 feet for right-of-way purposes along East Home Street adjacent to the project site, to provide a minimum 28-foot public right-of-way half-width, from the existing centerline of Home Street along the south side of the property. Subdivider shall provide a 6-foot wide public sidewalk, relocating all existing facilities as necessary to accommodate for the street widening. If a dedication of additional right-of-way is needed to satisfy this requirement, the right-of-way dedication way shall be provided.

j. The Subdivider shall dedicate and improve additional right-of-way between 3’ and 13’ as needed to provide a minimum 53-foot public right-of-way half-width, from

centerline of Long Beach Boulevard to property line, along the westerly boundary of the project site. The Subdivider shall improve the dedicated area and extend the existing sidewalk along Long Beach Boulevard to the new right-of-way limit. Sidewalk improvements shall be constructed with Portland cement concrete to the satisfaction of the Director of Public Works.

Note: Per the submitted site plan the Subdivider is proposing private improvements (decorative entry walkways) within the dedication areas. These shall be deleted from the plans since the dedication areas will be improved with Portland cement concrete sidewalks per the latest City Standards and to satisfaction of the Director of Public Works.

k. The Subdivider shall be responsible for the relocation of all existing utility facilities within the private property, and/or providing utility easements required in connection with this development. The Subdivider shall be responsible for resolving all matters of utility line encroachment to the satisfaction of the interested utility agency, City Department, and the Director of Public Works.

l. The Subdivider shall provide easements to the City of Long Beach for any proposed or required public utility facilities, to the satisfaction of the concerned City Department or public agency, and shall show on the map.

m. The Subdivider shall provide necessary storm drain easements to the County of Los Angeles on the final map or successor final maps. If additional storm drain easements are required by the County of Los Angeles and provided by separate instrument, recorded copies of same shall be provided to the Director of Public Works for our records.

n. Unless approved by the Director of Public Works, easements shall not be granted to third parties within areas proposed to be granted, dedicated, or offered for dedication to the City of Long Beach for public streets, alleys, utility or other public purposes until the final map filing with the County Recorder. If easements are granted after the date of tentative map approval and prior to final map recordation, a notice of subordination must be executed by the third-party easement holder prior to the filing of the final map.

o. The Subdivider shall construct all off-site improvements needed to provide full Americans with Disabilities Act (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.

OFF-SITE IMPROVEMENTS

p. The Subdivider shall improve the Cedar Avenue right-of-way (including 8’ dedication) west of the centerline, demolishing and reconstructing the sidewalk,

curb, and gutter, and a 6-foot wide Portland cement concrete sidewalk (Note: must maintain a minimum 5-foot wide sidewalk clear path around all street fixtures including streetlights, utility poles, etc.) adjacent to the project site.

q. The Subdivider shall paint the curb along Cedar Ave red and install no parking signs along the entire length of Cedar Ave adjacent to the project.

r. The Subdivider shall improve the East Sunset Street right-of-way (including 3-foot dedication) south of the centerline, demolishing and reconstructing the sidewalk, curb, and gutter, and a 10-foot wide Portland cement concrete sidewalk with a 4-foot wide parkway and 6-foot wide sidewalk paving (Note: must maintain a minimum 5-foot wide sidewalk clear path around all street fixtures including streetlights, utility poles, etc.) adjacent to the project site.

s. The Subdivider shall paint the curb along East Sunset Street red and install no parking signs along the entire length of East Sunset Street adjacent to the project.

t. The Subdivider shall widen East Home Street north of the centerline**,** demolishing and reconstructing the roadbed and sidewalk, curb, and curb gutter within the roadway to achieve a minimum 53-foot wide improved right-of-way with a 6-foot wide Portland cement concrete sidewalk. The Subdivider shall provide for or relocate all street fixtures, including street lights and traffic signs, required in connection with the street widening.

   Note: The Subdivider shall be responsible for providing traffic striping along East Home Street to delineate the centerline, from Long Beach Boulevard to Cedar Avenue. The Subdivider shall submit a signing and striping plan to Public Works along with detailed off-site improvement plans.

u. The Subdivider shall paint the curb along East Home Street red and install no parking signs along the entire length of East Home Street adjacent to the project.

v. The Subdivider 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.

w. The Subdivider shall reconstruct cracked, deteriorated, or uplifted/depressed sections of sidewalk pavement, curb and curb gutter adjacent to the development site along Long Beach Boulevard, and provide additional potted street trees to the satisfaction of the Director of Public Works. The Subdivider shall also be responsible for the improvement of the dedicated area adjacent to the project site, resulting in an 18-foot wide public sidewalk. Sidewalk improvements shall be constructed with Portland cement concrete. All sidewalk removal limits shall consist of entire panel replacements (from joint line to joint line).

x. The Subdivider shall demolish the existing sidewalk and curb ramps located near the northwest corner of the project site and along East Home Street adjacent to the project site, and construct new ADA compliant curb ramps to the satisfaction of the Director of Public Works.

y. Subject to the improvement limits of the proposed driveway on Cedar Avenue, the Subdivider shall provide for the relocation of the existing facilities (guy wires, utility poles, etc.) in conflict with the new point of access, to the satisfaction of the Director of Public Works. The Subdivider shall contact the appropriate City Department or agency of interest to schedule the relocation work prior to submitting on-site grading plans. Plans for relocation shall be submitted to Public Works along with the on-site grading plans.

z. The Subdivider shall improve the parkway on East Sunset Street, fronting this project with new grass or drought-tolerant accent shrubbery and permeable groundcover**,** such as decomposed granite**,** as described in Section 21.42.050 of the Long Beach Municipal Code.

aa. The Subdivider shall provide for new street trees with root barriers along Long Beach Boulevard, per Section 21.42.050 of the Long Beach Municipal Code. The Subdivider shall relocate or replace the existing trees along East Sunset Street and East Home Street in association with the right-of-way and street widenings. The Subdivider and/or successors shall water and maintain all street trees, landscaping and sprinkler systems required in connection with this project. The Subdivider 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. 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% of the total area dedicated for public right of way.

bb. The Subdivider shall install Custom Printed Flex Mesh screen(s) along the perimeter of the development site, such as FenceScreen.com Series 311, or equivalent, fence screening, and provide for the printed graphic to the satisfaction of the Director of Public Works. The graphics shall depict positive images of the City or other artistic concepts. Prior to submitting the graphic design for printing, the Subdivider shall consult with the Department of Public Works to review and approve.

cc. All rough grading shall be completed prior to the approval of the final map, otherwise, the Subdivider shall be responsible for processing an appropriate grading bond. No cross-lot drainage will be permitted. Existing cross-lot drainage problems shall be corrected to the satisfaction of the Director of Public Works prior to the approval of the final map.

dd. The Subdivider shall submit grading and related storm drain plans with hydrology and hydraulic calculations showing building elevations and drainage pattern and slopes**,** for review and approval by the Director of Planning and Building Services, and the Director of Public Works**,** prior to approval of the final map.

ee. The Subdivider shall construct the required storm drain system in connection with the proposed development in accordance with approved plans. An excavation permit issued by the Department of Public Works is required for all work in the public right-of-way. Contact Construction Services for additional information about excavation permits, at (562) 570-2035. The Subdivider shall provide plans of the storm drain system to the Director of Public Works for review, prior to approval of the final map.

ff. The Subdivider shall be responsible for the maintenance, repair and replacement of off-site improvements abutting the project boundary during construction of the on-site improvements until final inspection of the on-site improvements by the City. Any such off-site improvements found damaged by the construction activities of the on-site improvements and along the truck route shall be repaired or replaced by the Subdivider to the satisfaction of the Director of Public Works.

gg. The Subdivider 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.

hh. 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.

ii. Public improvements shall be constructed in accordance with Public Works construction standards, and per plans reviewed and approved by the Department of Public Works. The City's Public Works Engineering Standard Plans are available online at www.longbeach.gov/pw/resources/engineering/standard-plans. Prior to issuance of a building permit, detailed off-site improvement plans shall be prepared by a licensed Civil Engineer, stamped, signed and submitted to the Department of Public Works for review and approval. This is in addition to any plan check required by the Department of Development Services. Work, including hauling soils or other debris, is not allowed within the right of way without a valid Public Works permit.

jj. 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.

kk. 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 Subdivider 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 AND TRANSPORTATION

ll. The Subdivider shall be responsible to improve certain traffic signal related equipment to current California Manual On Uniform Traffic Control Devices (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 Subdivder's project (i.e. the intersection of Long Beach Boulevard and 51st Street). If not existing, the Traffic Signal related equipment shall include, but may not be limited to the following:
    i. All 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 Subdivider 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 Subdivider may be asked to update the traffic signal controller located in the traffic signal cabinet. The existing traffic signal controller may not have the capability to handle the complexities of new traffic patterns that are directly related to the Subdivider's project. In such cases, the Subdivider will be asked to install a new traffic signal controller based on the most current City Standard, McCain 2070 Controllers.

mm. New crosswalks in the vicinity of the project shall be added by the Subdivider at the discretion of the City Traffic Engineer. The Subdivider shall be responsible to

upgrade all existing crosswalks, and install all new marked crosswalks, to the newest City standards.

nn. At the discretion of the City Traffic Engineer, the Subdivider shall be responsible to implement the most recent Bicycle Master Plan of the City at its frontage blocks.

oo. There is a high volume Long Beach Transit bus stop on Long Beach Boulevard adjacent to the development site. The Subdivider shall 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 12-foot wide sidewalk paving should be provided for the bus stop per Long Beach Transit standards. The Subdivider shall collaborate with Long Beach Transit and the City's Public Works Department to take advantage of this opportunity.

pp. The Subdivider 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.

qq. 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 in width require a variance; contact the Transportation Mobility Bureau**,** at (562) 570-6331**,** to request additional information regarding driveway construction requirements.

rr. The Subdivider 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.

ss. The Subdivider shall replace all traffic signs and mounting poles damaged or misplaced as result of construction activities to the satisfaction of the City Traffic Engineer.

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

uu. The Subdivider shall contact the Transportation Mobility Bureau, at (562) 570-6331, to modify the existing curb marking zones, adjacent to the project site.

vv. All traffic control device installations, including pavement markings within the private street/ parking lot, shall be installed in accordance with the provisions of the CA MUTCD, 2012 or current edition (i.e., white parking stalls, stop signs, entry treatment signage, handicapped signage, etc.).

LONG TERM MAINTENANCE

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

42. Prior to issuance of a building permit, the developer shall submit a landscaping plan to the Planning Bureau for review. Turf shall be limited to less than 50% of the total landscaped area. The turf shall not be composed of bluegrass, fescue, rye, or other grasses with high water needs. 50% or more of the planted area (as measured in square feet of landscape) shall be comprised of drought-tolerant plants, to the satisfaction of the Zoning Administrator.

43. 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.

44. All outdoor fountains or water features shall utilize water recycling or re-circulation systems. The plans submitted for review shall specifically identify such systems.

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

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

47. Prior to the issuance of a building permit, the applicant must depict all utility apparatus, such as, but not limited to, backflow devices and Edison transformers, on both the site plan and the landscape plan. These devices shall not be located in any front, side, or rear yard area that is adjacent to a public street. Furthermore, this equipment shall be properly screened by landscaping or any other screening method approved by the Director of Development Services.

48. All rooftop mechanical equipment shall be fully screened from public view. Said screening must be architecturally compatible with the building in terms of theme, materials, colors and textures. If the screening is not specifically designed into the building, a rooftop mechanical equipment plan must be submitted showing screening and must be approved by the Director of Development Services prior to the issuance of a building permit.

49. 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.

50. 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

51. 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 (7-9 a.m. and 4-6 p.m., weekdays).
    f. Discontinue construction during Stage 2 smog alerts (ozone greater than or equal to 0.35 ppm.)

52. All trash and refuse containers shall be fully screened from public view to the satisfaction of the Director of Development Services.

53. The applicant shall defend, indemnify, and hold harmless the City of Long Beach, its agents, officers, and employees from any claim, action, or proceeding against the City of Long Beach or its agents, officers, or employees brought to attack, set aside, void, or annul an approval of the City of Long Beach, its advisory agencies,

commissions, or legislative body concerning this project. The City of Long Beach will promptly notify the applicant of any such claim, action, or proceeding against the City of Long Beach and will cooperate fully in the defense. If the City of Long Beach fails to promptly notify the applicant of any such claim, action or proceeding or fails to cooperate fully in the defense, the applicant shall not, thereafter, be responsible to defend, indemnify, or hold harmless the City of Long Beach.

5100 Long Beach Boulevard Project

Initial Study – Mitigated Negative Declaration

prepared by

City of Long Beach
411 West Ocean Boulevard, 3rd Floor
Long Beach, California 90802
Contact: Cynthia de la Torre, Planner IV

prepared with the assistance of

Rincon Consultants, Inc.
250 East 1st Street, Suite 1400
Los Angeles, California 90012

May 2020

RINCON CONSULTANTS, INC.
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Appendices

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Initial Study

1. Project Title

5100 Long Beach Boulevard Project

2. Lead Agency Name and Address

City of Long Beach
411 West Ocean Boulevard, 3rd Floor
Long Beach, California 90802

3. Contact Person and Phone Number

Cynthia de la Torre, Planner IV
(562) 570-6559

4. Project Sponsor's Name and Address

City Ventures
3121 Michelson Drive, Suite 150
Irvine, California 92612

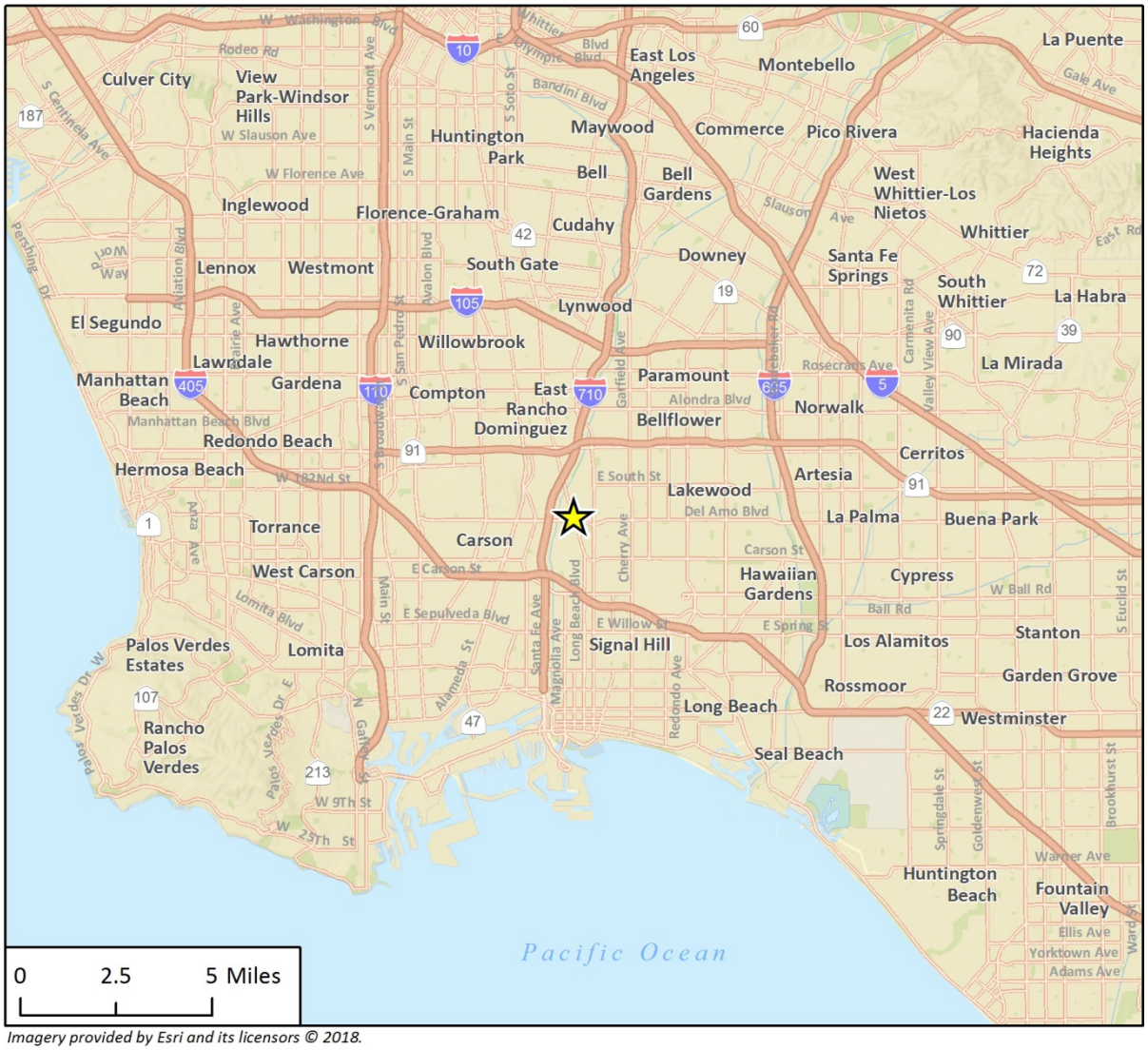
5. Project Location

The project site is located at 5100 Long Beach Boulevard, Long Beach, California. The project site encompasses 1.805 acres (approximately 78,621 square feet [sf]) and includes seven parcels, which are identified as Assessor Parcel Numbers (APNs) 7131-032-900, -905, -909, -910, - 911, -912,and -913. The project site is bordered by Long Beach Boulevard to the west followed by commercialuses and Dooley Elementary School, Cedar Avenue to the east, followed by residential uses, SunsetStreet to the north, followed by commercial residential uses, and Home Street to the south,followed by commercial and residential uses. Figure 1 shows the location of the project site in the region and Figure 2 shows the site in its neighborhood context.

6. Existing Setting

The project site consists of five vacant parcels and two developed parcels that are occupied by a 1,478-sf single-story, single-family residence. Vegetation on the project site includes ruderal vegetation and ornamental landscaping. Four palm trees and one ornamental tree are present on the northwestern and northeastern portion of the site, respectively. Above ground utility lines are present on the northern portion of the project. Figure 3 includes photos of the existing conditions at the project site.

Figure 1 Regional Location



Imagery provided by Esri and its licensors © 2018.

Project Location

N

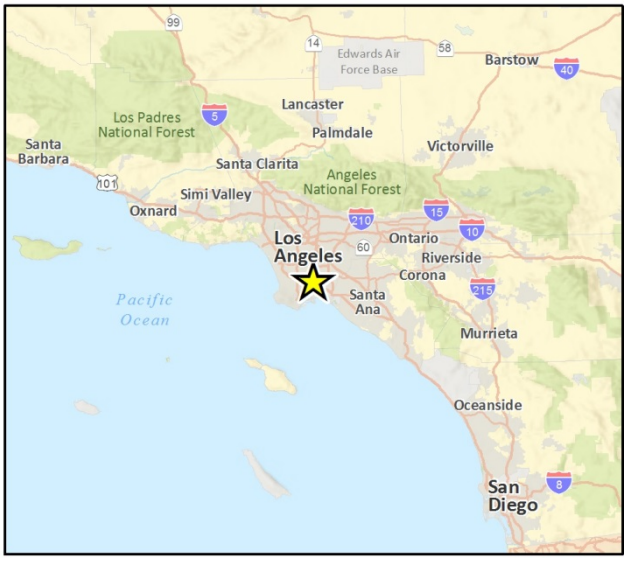


Figure 2 Project Location

Imagery provided by Microsoft Bing and its licensors © 2018.

Figure 3 Views of the Project Site

View of the project site, looking southwest, from the west side of Cedar Avenue

View of the project site, looking north, from the east side of Long Beach Bouelvard

7. General Plan Designation

NSC-L (Neighborhood Serving Center or Corridor Low Density)

8. Zoning

CCA (Community Commercial Automobile-Oriented) and R-1-N (Single-family Residential)

9. Description of Project

The 5100 Long Beach Boulevard Project ("proposed project" or "project") involves demolition of the existing 1,478 sf single-family residence and the development of 38 three-story townhomes within seven buildings that would be a maximum height of 38 feet. Of the proposed units, 21 would be three bedroom three bathroom units consisting of 1,411 sf and 17 of the units would have three bedrooms, three bathrooms and a den and consist of 1,747 sf. Pursuant to the Long Beach Municipal Code ("LBMC"), the allowable density on site is 44 homes per acre (per permitted density for CCN/R-4-N zones). The total site area is 78,621 sf (1.805 acres) and the net site area is 69,957 sf (1.606 acres). The density of the proposed project would be 23.66 homes per acre.

The proposed project would require 86 parking spaces, including 76 residential spaces (two spaces per home) and ten guest spaces (0.25 spaces per home). The proposed project would provide 86 parking spaces on site, including 76 spaces in garages (two spaces per garage) and ten guest parking spaces. The proposed project requires 5,700 sf of open space, including 2,850 sf of common space (75 sf per home) and 2,850 sf of private space (75 sf per home). The proposed project would provide 12,735 sf of open space, including 4,729 sf of common open space and 8,006 sf of private open space. The proposed project would exceed Title 24 standards by 19 percent and would incorporate a number of green building features, including the following:

- 75% of landscaping comprised of drought tolerant plants
- 1-1.5-inch foam insulation on hot water pipes
- Low-flow plumbing fixtures
- Rooftop solar panels (net zero energy townhomes)
- EnergyStar appliances
- High-efficiency lighting

Table 1 provides details of the proposed residences while Figure 4 and Figure 5 through Figure 9 show the proposed site plan and elevations, respectively.

Table 1 Project Details

Lot Area (sf)	78,621
Height	3 stories (38 feet)
Floor Plan 1 (3 bedrooms, 3 bathrooms)	1,411 sf per unit
Floor Plan 2 (sf) (3 bedrooms, 3 bathrooms, + den)	1,747 sf per unit
Residential Parking Spaces	76
Guest Parking Spaces	10
Private Open Space (sf)	8,006
Common Open Space (sf)	4,729
Setbacks	
Front Yard (ft)	15
Street Side Yard (ft)	10
Interior Side Yard (ft)	10
Rear Yard (ft)	10

sf = square feet; ft = feet

Zone Change

The proposed project involves development of 38 three-story townhomes. The project site is currently zoned CCA (Community Commercial Automobile-Oriented) along the western portion of the project site, fronting Long Beach Boulevard, and R-1-N on the eastern portion. The CCA zone permits retail and service uses. Multi-family residential uses are not permitted in the CCA zone. The R-1-N zone allows for single-family residential uses with standard lots. The project site has a Land Use Designation of NSC-L (Neighborhood Serving Center or Corridor Low Density). The NSC-L General Plan land use designation encourages development of mixed-use smaller scale retail and low-density apartment and condominium buildings. The NSC-L designation allows up to three stories in height and residential densities of up to 44 dwelling units per acre (du/acre) depending on lot size. As such, the proposed project would be consistent with the current General Plan designation but would not be consistent with the zoning designation. Project entitlements include a Zone Change to CCN (Community R-4-N) to allow for the development of the proposed townhomes. The CCN zone is similar to the Community Auto-Oriented District, but also permits medium density residential development at R-4-N densities.

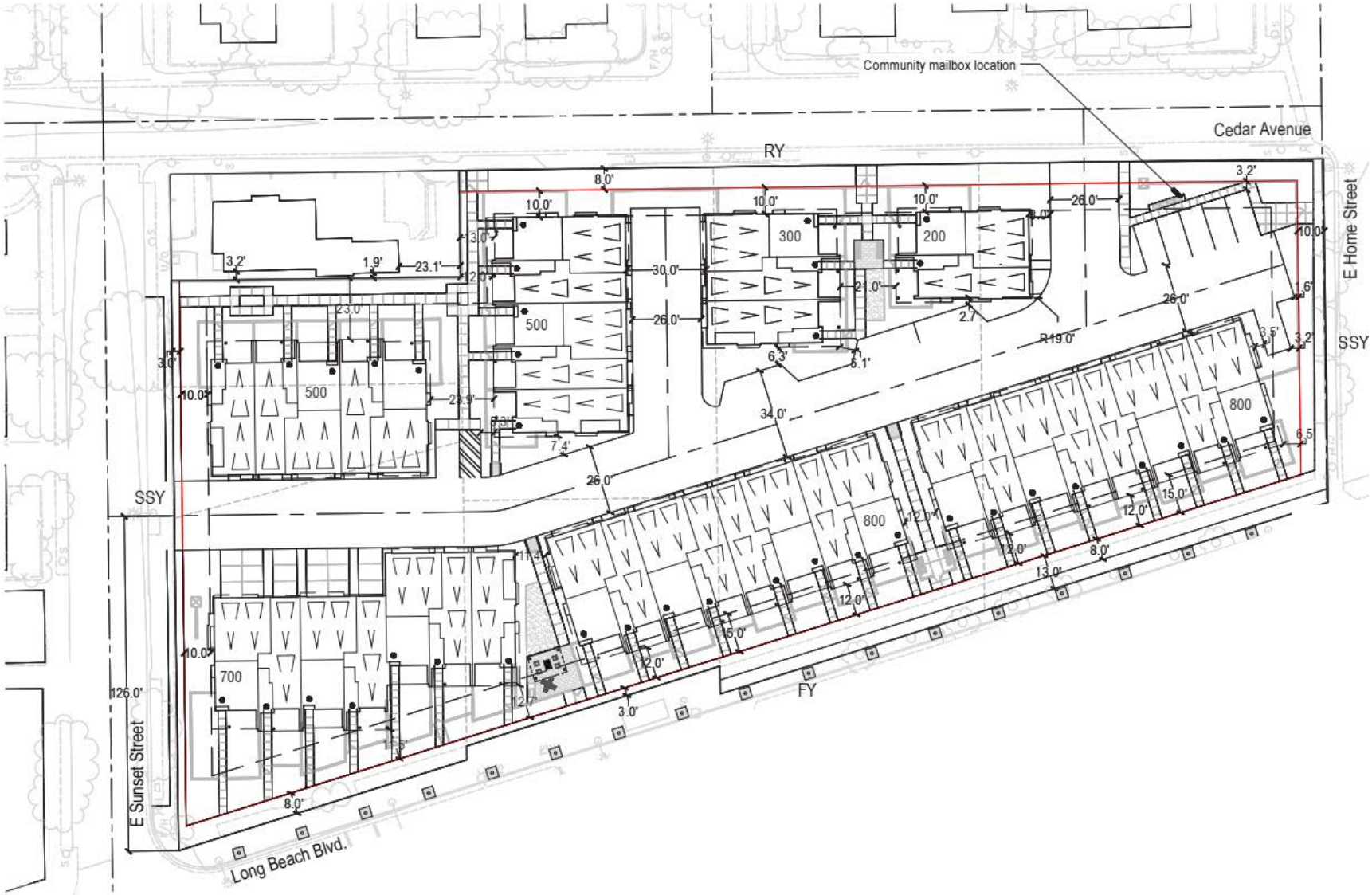
Construction and Grading

Construction of the proposed project is anticipated to occur over an approximately 17-month period that would begin in January 2022. Construction phasing would include demolition of the existing structure (1,478 sf), site preparation, grading, building construction, asphalt paving and architectural coating. The graded soil would be utilized on-site for construction of the building pads and foundations.

Access

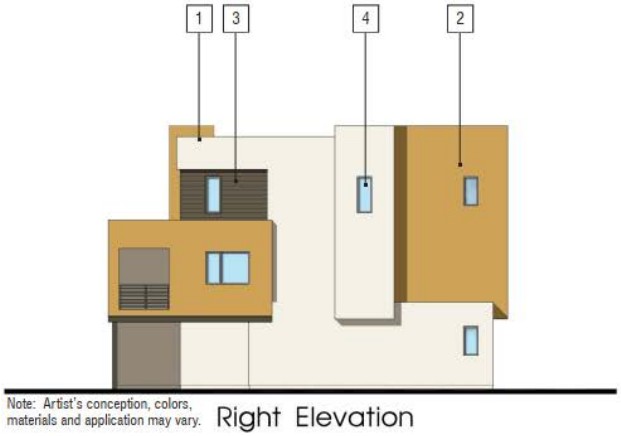
Access to the project site would be provided via Sunset Street and Cedar Avenue, which would lead to an internal driveway that would provide access to the individual garages and surface parking.

Figure 4 Project Site Plan

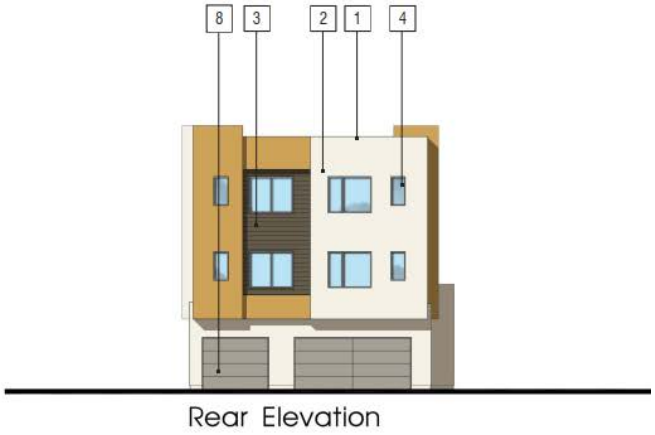


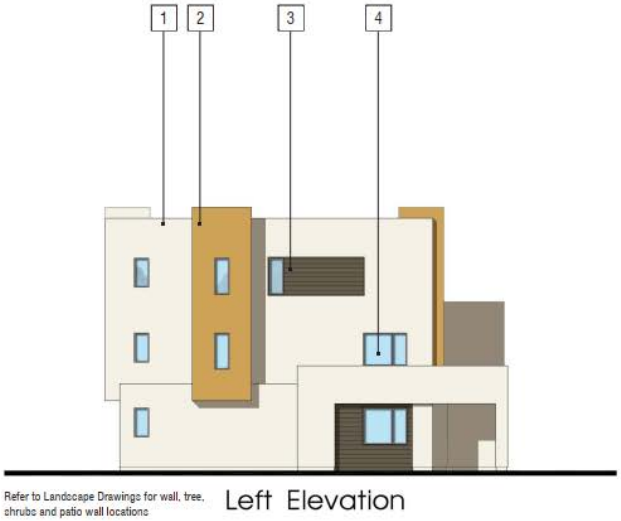
Source: William Hezmalhalch Architects, Inc., March 2020.

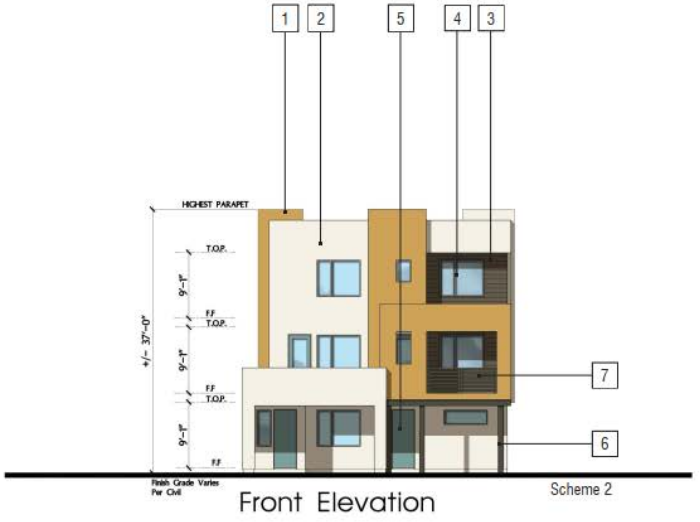
Figure 5 Project Elevations – Building 200 Townhome Elevations



MATERIALS:
1 Roof: Flat With Parapet
2 Stucco
3 Horizontal Lap Siding
4 Vinyl Windows
5 Entry Door
6 Stucco Column
7 Horizontal Railing
8 Metal Sectional Roll-Up Garage Door
9 Coach Light And Illuminated Address Panel
10 Utility Cabinet
11 Decorative Light Fixture







Source: William Hezmalhalch Architects, Inc., March 2020.

Figure 6 Project Elevations – Building 300 Row Townhome Elevations

Source: William Hezmalhalch Architects, Inc., March 2020.

Figure 7 Project Elevations – Building 500 Townhome Elevations

Source: William Hezmalhalch Architects, Inc., March 2020.

Figure 8 Project Elevations – Building 700 Townhome Elevations

Source: William Hezmalhalch Architects, Inc., March 2020.

Figure 9 Project Elevations – Building 800 Townhome Elevations

Source: William Hezmalhalch Architects, Inc., March 2020.

10. Surrounding Land Uses and Setting

The project site is in an urbanized area. Land uses to the east of the project site, across Cedar Avenue, include one-story single-family residences. Land uses to the north, across Sunset Street include one-story commercial and single-family residential uses. Land uses to the west, across Long Beach Boulevard, include one-story commercial uses and Dooley Elementary School. Land uses to the south, across Home Street, include one-story single-family residences, one- to three- story multi-family residences and one-story commercial uses.

11. Required Approvals

Project entitlements include a Site Plan Review, Vesting Tentative Tract Map, and Zone Change. The proposed zoning for the project site is CCN.

12. Other Public Agencies Whose Approval is Required

The City of Long Beach is the lead agency with responsibility for approving the proposed project. Approval from other public agencies is not required. There are no responsible or trustee agencies for the project.

13. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

As part of the process of identifying cultural resources issues in or near the project site, the City sent letters inviting tribes to consult with the City on August 21, 2018. The City requested a response within 30 days of receipt as specified by AB 52. The City received a request for consultation from the Gabrieleño Band of Mission Indians on August 30, 2018. Consultation was held on November 1, 2018.

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Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

■	Aesthetics	☐	Agriculture and Forestry Resources	■	Air Quality
■	Biological Resources	■	Cultural Resources	☐	Energy
■	Geology/Soils	☐	Greenhouse Gas Emissions	■	Hazards & Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
■	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation	■	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	■	Mandatory Findings of Significance

Determination

Based on this initial evaluation:

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

■ 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 to 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 potential 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.

Cynthia de la Torre	5/7/2020
Signature	Date
Cynthia de la Torre	Planner IV
Printed Name	Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	■
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	■	☐	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	■	☐	☐

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

The project site is located on the southeast corner of Long Beach Boulevard and East Sunset Street in a highly urbanized area of Long Beach. The project would result in the demolition of the existing single-family residence located on the project site, and the construction of 38 three-story townhomes on a 1.805-acre site. There are no scenic vistas that can be viewed from the project site or scenic vistas that would be obstructed by the project. Views from the project site include one- and two-story residential and commercial uses. Views of the project site consist of undeveloped property and a single story, single- family residence. According to the City's General Plan Scenic Routes Element, cultural assets in the project's vicinity include the downtown Civic Center Complex which is approximately 5.4 miles south. Historical assets in the project's vicinity include two preserved ranches: Rancho Los Cerritos which is 0.6 miles south and Rancho Los Alamitos, which is 7 miles southeast of the project site. Additionally, American Legion Post #560, which is a historic structure designated by the City of Long Beach, is located 1.4 miles southwest of the project site (City of Long Beach 1975a). Development of the proposed project would not obstruct public views

of cultural or historical resources because no views of these resources are available in the project site vicinity. Therefore, there would be no impact to the scenic vistas.

NO IMPACT

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 California Scenic Highway System indicates that no existing or proposed State scenic highways are located in the vicinity of the project site (California Department of Transportation [Caltrans] 2011). In addition, the project would not affect any trees, rock outcroppings, historic buildings, or other identified scenic resources. Existing vegetation on-site consists of ruderal and ornamental vegetation, four palm trees and one ornamental tree, which would be removed during construction. As discussed in Section 5, *Cultural Resources*, no designated historic buildings are located on the project site (City of Long Beach 2010). However, as discussed above, development of the proposed project would not result in the obstruction of public views of cultural or historical resources in the project vicinity, as no views of these resources are provided in the project vicinity. The project would not result in substantial damage to scenic resources in a state scenic highway and no impact would occur.

NO IMPACT

c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The proposed project involves development of 38 housing units on an infill site. Implementation of the project would change the visual character of the project site by introducing new structures; however, the proposed structures would be similar to the existing residences surrounding the site and would not substantially change the existing visual character of the site or vicinity. As shown in Figure 3 of the *Project Description*, the project site is in an urbanized area. Land uses to the east of the project site, across Cedar Avenue, include one-story single-family residences. Land uses to the north, across Sunset Street include one-story commercial and single-family residential uses. Land uses to the west, across Long Beach Boulevard, include one-story commercial uses and Dooley Elementary School. Land uses to the south, across Home Street, include one-story single-family residences, one- to three- story multi-family residences and one-story commercial uses.

Project entitlements include a Zone Change to CCN (Community R-4-N) to allow for the development of the proposed townhomes. The CCN zone is similar to the Community Auto-Oriented District, but also permits medium density residential development at R-4-N densities. Upon approval of the requested discretionary actions, development of the proposed project would comply with City zoning standards, including maximum height limits, yards, and front and side setbacks. Therefore, the addition of the three-story townhomes would not degrade the existing visual character or quality of the site and its immediate surroundings and would be consistent with the City's envisioned visual character and quality of the project site. Additionally, the project would include mitigation measure AES-1, which would reduce temporary construction impacts by screening public views of construction equipment, to the extent feasible, during construction of the proposed project. With implementation of mitigation, impacts would be less than significant.

Mitigation Measure

AES-1 Construction Staging Areas

Construction equipment staging areas shall be located, to the greatest extent feasible, away from nearby existing residential uses, and utilize appropriate screening (i.e., temporary fencing with opaque material) to shield public views of construction equipment and material. Prior to issuance of a grading permit, the City Engineer shall verify that staging areas are identified on final grading/development plans and that appropriate perimeter screening is included as a construction specification.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The project site is located in an urbanized area, with existing sources of light and glare. Construction of the project would introduce construction vehicles and equipment during daytime hours that could potentially create glare for surrounding land uses. However, pursuant to Sections 8.80.202A through 80.202C of the Long Beach Municipal Code (LBMC), construction activities are prohibited between the hours of 7:00 p.m. and 7:00 a.m. on weekdays and Federal holidays, between the hours of 7:00 p.m. on Friday and 9:00 a.m. on Saturday and after 6:00 p.m. on Saturday, and any time on Sunday. These limits would reduce impacts from vehicle headlamps and any associated impacts to nighttime views during construction. Since proposed construction would be required to adhere to the timing restrictions laid out in the LBMC, no construction would occur at night when light would potentially be required. In addition, any lighting or generated glare during construction would be temporary.

Operation of the proposed project would not substantially increase lighting and glare in the surrounding area relative to existing levels. The project site lies in an urban area on a commercialized intersection that includes single- and multi-family residences, restaurants, a school, and other commercial buildings. Operation of the proposed project would include the use of nighttime security lighting, and general lighting associated with residential development. Lighting fixtures would be aimed downwards, generally contained in the project site, and would not create a substantial source of light or glare. Operational lighting sources generated by the project would be similar to and consistent with the surrounding uses in the area and would not adversely affect day or nighttime views. Implementation of mitigation measure AES-2 would ensure that any exterior lighting would not spill over onto adjacent uses. Because the project would not generate substantial sources of light or glare, with incorporation of mitigation, impacts would be less than significant.

Mitigation Measure

AES-2 Outdoor Lighting Plan

Exterior lighting shall not spill over onto adjacent uses. Prior to issuance of any building permit, the project applicant shall prepare and submit an Outdoor Lighting Plan to the City of Long Beach Development Services Department, for review and approval, that includes a foot-candle map illustrating the amount of light from the project at adjacent light sensitive receptors. All exterior light fixtures (including street lighting) shall be shielded or directed away from adjoining uses. Landscape light levels and fixtures shall be appropriate for the purpose and location. Design and

placement will consider the type, intensity, and location of uses. Safety and security lighting for pedestrians and vehicular movements shall be provided.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■
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))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	■

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?

The project site is located in an urbanized area in the City of Long Beach. The majority of the project site is vacant, and the northeast portion is occupied by a single-family residence. The California Department of Conservation's (DOC) Important Farmland Finder map shows that the project site is within an area that does not consist of Farmland (DOC 2020a). Therefore, the project would not have an impact on farmland.

NO IMPACT

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site is not zoned for agricultural use or under any Williamson Act contract (DOC 2020a). The project site is designated by the City of Long Beach's General Plan as NSC-L (Neighborhood Serving Center or Corridor Low Density) and zoned CCA (Community Commercial Automobile-Oriented) and R-1-N (Single-family Residential). The proposed project would involve the development of the three-story townhomes and a parking lot. The project would not include the conversion of farmland to non-agricultural uses; therefore, the proposed project would have no impact with respect to agricultural zoning or other conversion of farmland to non-agricultural use.

NO IMPACT

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?

Neither the project site nor the surrounding area is zoned for forest land or timberland. Accordingly, the project would not conflict with forest land or timberland zoning. Additionally, the project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

NO IMPACT

e. Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

The proposed project would involve the development of the three-story townhomes and a parking lot in an urban area. The project site does not include the conversion of farmland to non-agricultural uses; therefore, the proposed project would have no impact with respect to agricultural zoning or other conversion of farmland to non-agricultural use.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b. 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?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

Air Quality Standards and Attainment

The project site is located in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that state and federal ambient air quality standards (AAQS) are met and, if they are not met, to develop strategies to meet the AAQS.

Depending on whether or not the AAQS are met or exceeded, the SCAB is designated as "attainment," "maintenance," or "nonattainment." Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in nonattainment. The SCAQMD is designated as nonattainment for the federal AAQS for ozone and particulate matter $PM_{2.5}$ and a CO maintenance area. Areas of the SCAB located in Los Angeles County are also federally designated nonattainment for lead. Under state AAQS, the SCAB is designated as nonattainment for ozone, PM_{10}, and $PM_{2.5}$. The SCAB is designated as unclassifiable or in attainment for all other federal and state standards. Characteristics of O_3, CO, NO_2, SO_2, and particulate matter are described in Table 2.

Table 2 Health Effects Associated with Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: pulmonary function decrements and localized lung edema in humans and animals, risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Carbon monoxide (CO)	Reduces oxygen delivery leading to: (1) Aggravation of chest pain (angina pectoris) and other aspects of coronary heart disease; (2) decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (3) impairment of central nervous system functions; and (4) possible increased risk to fetuses.
Nitrogen dioxide (NO_2)	(1) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (2) risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (3) contribution to atmospheric discoloration.
Sulfur dioxide (SO_2)	(1) Bronchoconstriction accompanied by symptoms that may include wheezing, shortness of breath, and chest tightness during exercise or physical activity in persons with asthma.
Inhalable particulate matter (PM_{10})	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma).[a]
Fine particulate matter ($PM_{2.5}$)	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.[1]

[1] More detailed discussion on the health effects associated with exposure to suspended particulate matter can be found in the following documents: Office of Environmental Health Hazard Assessment, Particulate Matter Health Effects and Standard Recommendations, www.oehha.ca.gov/air/toxic_contaminants/PM10notice.html#may, May 9, 2002; and EPA, Air Quality Criteria for Particulate Matter, October 2004.

Sources: U.S. EPA 2016a, 2016b, 2018b, 2019, and 2020a

Air Quality Management

Under state law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the District is designated as nonattainment. The latest Air Quality Management Plan (AQMP) from 2016 was adopted on March 3, 2017. It incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP, including the approval of the new federal 8-hour ozone standard of 0.070 ppm that was finalized in 2015. The Final 2016 AQMP addresses several state and federal planning requirements and incorporates new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and meteorological air quality models. The Southern California Association of Government's (SCAG) projections for socio-economic data (e.g., population, housing, employment by industry) and transportation activities from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) are integrated into the 2016 AQMP. The 2016 AQMP builds

upon the approaches taken in the 2012 AQMP for the attainment of federal PM and ozone standards and highlights the significant amount of reductions to be achieved. It emphasizes the need for interagency planning to identify additional strategies to achieve reductions within the timeframes allowed under the federal Clean Air Act, especially in the area of mobile sources. The 2016 AQMP also includes a discussion of emerging issues and opportunities, such as fugitive toxic particulate emissions, zero-emission mobile source control strategies, and the interacting dynamics among climate, energy, and air pollution. The 2016 AQMP also demonstrates strategies for attainment of the new federal eight-hour ozone standard and vehicle miles travelled (VMT) emissions offsets, pursuant to recent United States Environmental Protection Act (USEPA) requirements (Appendix A).

Air Emission Thresholds

The SCAQMD recommends quantitative regional significance thresholds for temporary construction activities and long-term project operation in the SCAB, shown in Table 3.

Table 3 SCAQMD Regional Significance Thresholds

Construction Thresholds	Operational Thresholds
75 pounds per day of ROG[1]	55 pounds per day of ROG
100 pounds per day of NO_X	55 pounds per day of NO_X
550 pounds per day of CO	550 pounds per day of CO
150 pounds per day of SO_X	150 pounds per day of SO_X
150 pounds per day of PM_{10}	150 pounds per day of PM_{10}
55 pounds per day of $PM_{2.5}$	55 pounds per day of $PM_{2.5}$

Notes: ROG = reactive organic compounds, NO_X = nitrogen oxides, CO = carbon monoxide, SO_X = sulfur oxides, PM_{10} = inhalable particulate matter with a diameter of 10 microns or less, and $PM_{2.5}$ = fine particulate matter with a diameter of 2.5 microns or less.

[1] Organic compound precursors of ozone are routinely described by a number of variations of three terms: hydrocarbons (HC), organic gases (OG), and organic compounds (OC). These terms are often modified by adjectives such as total, reactive, or volatile, and result in a rather confusing array of acronyms: HC, THC (total hydrocarbons), RHC (reactive hydrocarbons), TOG (total organic gases), ROG (reactive organic gases), TOC (total organic compounds), ROC (reactive organic compounds), and VOC (volatile organic compounds). While most of these differ in some significant way from a chemical perspective, two groups are important from an air quality perspective: non-photochemically reactive in the lower atmosphere, or photochemically reactive in the lower atmosphere (HC, RHC, ROG, ROC, and VOC). SCAQMD uses the term VOC to denote organic precursors.

Source: SCAQMD 2019

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook* (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO_2, CO, PM_{10}, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions within construction areas up to five acres in size. Additionally, LSTs only apply to on-site emissions and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008). As such, LSTs are typically applied only to construction emissions because the majority of operational air quality emissions

from residential and retail developments are associated with project-generated vehicle trips. Therefore, operational LSTs are not discussed further below.

LSTs have been developed for emissions within construction areas up to five acres in size. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The project site encompasses 1.8 acres. Therefore, this analysis was estimated using a linear regression based on one- and two-acre LSTs. LSTs are provided for receptors at a distance of 82 to 1,640 feet from the project site boundary. Construction activity would occur approximately 25 feet south from the closest sensitive receptor, which is a single-family residential property. According to the SCAQMD's *Final LST Methodology* (2008) projects with boundaries located closer than 82 feet to the nearest receptor should use the LSTs for receptors located at 82 feet. Therefore, the analysis below uses the LST values for 82 feet.

The project is located in SRA-4 (South Coastal Los Angeles County). LSTs for construction in SRA-4 on a 1-acre site with a receptor 82 feet away are shown in Table 4.

Table 4 SCAQMD LSTs for Construction Emissions

Pollutant	Allowable Emissions from a 1.8-acre Site in SRA-4 for a Receptor 82 Feet Away
Gradual conversion of NO_X to NO_2	77
CO	791
PM_{10}	6
$PM_{2.5}$	5

Source: SCAQMD 2008b

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

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. The 2016 AQMP relies on local general plans and the SCAG Regional Transportation Plan's (RTP) forecasts of regional population, housing, and employment growth in its own projections for managing air quality in the Basin.

The growth projections used by SCAQMD to develop the AQMP emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by SCAG in the development of the regional transportation plans and sustainable communities strategy. As such, projects that propose development that is consistent with the growth anticipated by SCAG's growth projections and/or the General Plan would not conflict with SCAQMD AQMP. In the event that a project would propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the AQMP.

As mentioned in Section 11, *Land Use and Planning*, the proposed project involves development of 38 three-story townhomes. The project site has a Land Use Designation of NSC-L (Neighborhood Serving Center or Corridor Low Density). The NSC-L General Plan land use designation encourages development of mixed-use smaller scale retail and low-density apartment and condominium buildings. As such, the proposed project would be consistent with the General Plan designation.

As discussed in Section 14, *Population and Housing,* according to the California Department of Finance (DOF), the City of Long Beach has an estimated population of 475,013 with an average

household size of 2.82 persons (DOF 2019). The Southern California Association of Governments (SCAG) estimates a population increase to 484,500 by 2040 which is an increase of approximately two percent or 9,487 persons (SCAG 2016). Development of 38 new townhomes would increase the existing population by approximately 108 residents (approximately 0.02 percent) to 475,121, which would be within SCAG's 2040 population forecast. In addition, SCAG's estimate for existing households in 2012 is 163,800. SCAG estimates a housing increase to 175,500 by 2040, which is an increase of approximately seven percent, or 11,700 housing units (SCAG 2016). Construction of the proposed 38 housing units would represent approximately 0.1 of the projected housing stock increase, which would not exceed SCAG's 2040 housing units forecast. The City has identified that it needs to allocate approximately 28,000 additional housing units by 2040 (Beacon Economics 2018). The 38 townhomes proposed by the project would help fill the City's regional housing allocation needs and residents would likely come from within the community, rather than from outside the region. Therefore, the potential population and housing increase generated by the proposed project would not conflict with SCAQMD's AQMP. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. 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?

Consistent with CEQA Guidelines Section 15064(h)(3), the SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state Clean Air Acts. If the mass regional emissions calculated for a project exceed the applicable SCAQMD daily significance thresholds that are designed to assist the region in attaining the applicable state and national ambient air quality standards, that project can be considered cumulatively considerable.

Construction Emissions

Project construction would generate temporary air pollutant emissions. These emissions are associated with fugitive dust and exhaust emissions from heavy construction vehicles, as well as ROGs released during the application of architectural coatings. Grading, excavation, hauling, and site preparation would involve the greatest use of heavy equipment and generation of emissions.

Project-related air pollutant emissions from construction activities were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. For the purposes of modeling, it was assumed that the project would comply with SCAQMD Rule 403 to reduce fugitive dust and Rule 1113 to limit volatile organic compound (VOC) content in architectural coating. Specifically, Rule 403, Rule 1113, and applicable Regulatory Compliance Measures are listed below.

Table 5 summarizes the estimated maximum daily emissions of pollutants during construction on the project site. Construction emissions would not exceed SCAQMD regional thresholds or LSTs. Therefore, impacts to regional air quality and local receptors due to construction emissions would be less than significant.

Table 5 Construction Emissions

Construction Phase	Estimated Maximum Daily Emissions (lbs/day)					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
2022 Maximum (lbs/day)	4.2	36.3	27.4	0.1	4.1	2.6
2023 Maximum (lbs/day)	3.3	13.4	15.5	<0.1	1.0	0.7
SCAQMD Thresholds	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum On-site Emissions (lbs/day)	3.2	33.9	25.6	<0.1	3.5	2.5
Local Significance Thresholds (LSTs) (on-site only)	N/A	77	791	N/A	6	5
Threshold Exceeded?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

See Appendix A for modeling details and CalEEMod results.

Notes: Emissions presented are the highest of the winter and summer modeled emissions. Due to rounding, numbers may not add up precisely to the totals indicated. Emission data is pulled from "mitigated" results, which include measures that will be implemented during project construction, such as watering of soils during construction as required under SCAQMD Rule 403.

Regulatory Compliance Measures

Compliance with the following SCAQMD standard regulatory requirements was included in CalEEMod:

Demolition, Grading, and Construction Activities: Compliance with Provisions of South Coast Air Quality Management District (SCAQMD) Rule 403

Rule 403 includes the following provisions to reduce fugitive dust:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.
- Exposed unpaved surfaces shall be maintained at a minimum soil moisture of 12 percent and vehicle speeds shall be limited to 15 miles per hour on unpaved roads.

Engine Idling

In accordance with Section 2485 of Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

Emission Standards

In accordance with Section 93115 of Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

Architectural Coatings

SCAQMD Rule 1113 limits the volatile organic compound (VOC) content of architectural coatings.

In addition, the model included project-specific features discussed under *Description of the Project*, above (see page 5 of this report).

Operational Emissions

Long-term emissions associated with project operation, as shown in Table 6, would include emissions from vehicle trips (mobile sources) and landscape maintenance equipment, consumer products and architectural coating associated with onsite development (area sources). The proposed townhomes would not include natural gas and would be net zero energy due to the rooftop solar panels; therefore, there would be no emissions associated with energy sources.

Table 6 Operational Emissions

	Maximum Daily Emissions (lbs/day)					
Emission Source	**ROG**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area	1.3	<0.1	3.1	<0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile	0.2	1.3	3.3	<0.1	1.6	0.4
Total Project Emissions	1.5	1.3	6.5	<0.1	1.6	0.5
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: Emissions modeling was completed using CalEEMod. See Appendix A for modeling results. Due to rounding, numbers may not add up precisely to the totals indicated. Emission data is pulled from "mitigated" results that include compliance with regulations and project design features that will be included in the project.

As indicated in Table 6 emissions during operation of the proposed project would not exceed SCAQMD thresholds for any criteria pollutant.

LESS THAN SIGNIFICANT IMPACT

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

Local Significance Thresholds (LSTs)

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. As shown in Table 5, project construction generated emissions would not exceed localized significance thresholds. Therefore, the project would not expose local sensitive receptors to substantial pollutant concentrations from on-site activities during construction. Impacts would be less than significant.

CO Hot Spots

A CO hotspot is a localized concentration of CO that is above a CO one-hour or eight-hour AAQS of 35.0 parts per million (ppm) and 9.0 ppm, respectively (CARB 2016). Specifically, hotspots generally occur at intersections where traffic volumes are high and congestion occurs.

The SCAB is a federal CO maintenance area and a state attainment area. CO concentrations have been reduced to low levels of the past 10 years such that most air quality monitoring stations in the SCAB no longer report CO levels. No stations within the vicinity of the project site have monitored CO in the last four years. In 2012, the Long Beach-2425 Webster Street monitoring station detected an eight-hour maximum CO concentration of 2.6 ppm, which is substantially below the state and federal standard of 9.0 ppm (CARB 2018). Based on the low background level of CO in the project area, improving vehicle emissions standards for new cars, and the project's low level of traffic, the project would not create new hotspots or contribute substantially to existing hotspots. Localized air quality impacts related to CO hotspots would not occur.

Toxic Air Contaminants – Diesel Particulate Matter

Construction

Construction of the project is expected to occur over a 17-month period and would result in the generation of diesel-exhaust Diesel Particulate Matter (DPM) emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities and on-road diesel equipment used to bring materials to and from the project site.

According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptor were 17 months, the exposure would be approximately five percent of the total exposure period used for health risk calculation. Therefore, DPM generated by project construction is not expected to create conditions that expose sensitive receptors to substantial pollutant concentration over an extended period of time. Additionally, with ongoing implementation of U.S. EPA and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types, the DPM emissions of individual equipment would be substantially reduced. Localized air quality impacts from construction related DPM emissions would be less than significant.

Operation

In addition to criteria pollutant emissions, a project may impact sensitive receptors by emitting toxic air contaminants (TAC). The project proposes residential uses, none of which are known emitters of substantial TAC concentrations. The project itself does not include any significant source of TACs that would potentially affect sensitive receptors. Land uses surrounding the project are residential developments, commercial uses, and institutional uses. None of these land uses are typically associated with the emission of TACs. Therefore, exposure of persons on the project site would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The potential for an odor impact is dependent on a number of variables including the nature of the odor source, distance between the receptor and odor source, and local meteorological conditions. During construction, potential odor sources associated with the project include diesel exhaust associated with construction equipment. Diesel exhaust may be noticeable during project construction, however, construction activities would be temporary. Therefore, construction would result in less than significant impacts to odor.

Common sources of operational odor complaints include sewage treatment plants, landfills, recycling facilities, and agricultural uses. The proposed project would not include any of these uses that are known to generate odors. In addition, solid waste generated by the proposed on-site uses would be collected by a contracted waste hauler, ensuring that odors resulting from on-site waste would be managed and collected in a manner to prevent the proliferation of odors. Therefore, the project would have a less than significant impact on operational odors.

LESS THAN SIGNIFICANT IMPACT

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4 Biological Resources

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

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

The project site is located in an urbanized area in the City of Long Beach. The majority of the project site is vacant, and the northeast portion is occupied by a single-family residence. Existing vegetation on-site consists of ornamental and ruderal vegetation. Four on-site palm trees and one ornamental tree would be removed as part of the project. This removal could potentially affect nesting birds. The vegetation present on the project site could provide nesting habitat for common resident birds that were observed during the field survey. In addition, there are several large ornamental trees on adjacent properties that could provide potential habitat for nesting raptors, such as red-tailed hawk (*Buteo jamaicensis*). Nesting birds are protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC), and violation of these provisions would be considered a potentially significant impact. Although raptor nesting potential occurs outside of the project footprint, the project could directly (e.g. vegetation removal) and indirectly (e.g., construction noise and motion) affect nesting of these species. Implementation of mitigation measure BIO-1 would avoid potential conflicts with the MBTA and CFGC, thereby reducing potential impacts to a less than significant level.

Mitigation Measure

BIO-1 Nesting Bird Avoidance

If site preparation/construction activities including vegetation clearing, vegetation trimming, grading or other ground disturbing activities are initiated during the nesting bird season (February 1-August 31 for passerines, January 1 – August 31 for raptors), a preconstruction nesting bird survey shall be conducted by a qualified biologist to determine the presence/absence, location, and status of any active nests on-site or within 100 feet of the site for nesting passerines, or within 250 feet of the site for nesting raptors. In areas where site access is limited or prohibited (e.g. private property) the area will be surveyed using binoculars. Nesting bird surveys shall be completed not more than 14 days before the start of construction activities.

If active nests are discovered on the project site, a qualified biologist will establish a species-specific avoidance buffer around the nest where no construction activity is allowed until a qualified biologist has determined that the nest is no longer active. Encroachment into the buffer can occur at the discretion of the qualified biologist with the City's consent.

The City shall be provided with a preconstruction nesting bird survey results report within 48 hours of completion of the survey, if required, prior to obtaining the City issued grading permit, or within 2 weeks if not required for permit issuance. The report shall include date of the survey, date of the report, authors and affiliations, contact information, methods, study location, results, and discussion/recommendations. If nesting birds are found, a map must be included with locations, buffers, and recommended measures to avoid impacts to the nests.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

Plant communities are considered sensitive biological resources if they have limited distributions, have high wildlife value, including sensitive species, or are particularly susceptible to disturbance. CDFW ranks sensitive communities as "threatened" or "very threatened" and keeps records of their occurrences in California Natural Diversity Database. Riparian habitats typically exist to a very limited extent along streams and flood channels where disturbance is (City of Long Beach 1973). There are no water bodies or riparian habitat on the project site or in the immediate vicinity. The Los Angeles River is approximately 0.6 mile to the west and two small man-made ponds are located in the Virginia Country Club (approximately 0.5 mile southwest of the project site) and Sherer Park (approximately 0.3 mile southeast of the project site). According to the City of Long Beach's General Plan and a site visit conducted on August 29, 2018, no riparian habitats or other sensitive natural communities are present in the project site vicinity. Therefore, no impact would occur.

NO IMPACT

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No wetlands are located on or adjacent to the project site. The project would not directly or indirectly have adverse effects on state or federally protected wetlands. No impact would occur.

NO IMPACT

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The project site is in an urban area that is not within an established native resident or migratory wildlife corridor. The project would not impede the use of native wildlife nursery sites. No impact would occur.

NO IMPACT

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Construction of the proposed project would result in the removal of four mature palm trees and one ornamental tree. Section 14.28 of the LBMC regulates tree trimming and removal of any City-owned street trees. While trees on the project site would not be protected under Section 14.28 of the LBMC, three ornamental trees are located within the public right-of-way fronting the northern portion of the project site along East Sunset Drive, eight potted trees are located within the public right-of-way fronting the western portion of the project site along Long Beach Boulevard, and four ornamental trees are located within the public right-of-way fronting the southern portion of the project site along Home Street. Removal of these trees would be completed in accordance with LBMC Section 14.28. Therefore, the project would not conflict with Municipal Code Section 14.28 and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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 project site is not located in an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan area. No impact would occur.

NO IMPACT

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	■	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	■	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	■	☐	☐

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

The project site consists of five vacant, undeveloped parcels that have been previously disturbed and graded, and two developed parcels (APN 713-032-912 and -913) that are occupied by a single-story, single-family residence. The existing residence was constructed in the 1927; however, the residence is not designated as a historic resource, nor is the project site located in a historic district (City of Long Beach 2010). The project site is surrounded by a mix of commercial and residential buildings. No historic resources are located in the immediate vicinity of the project site (City of Long Beach 2010). The closest historic structure designated by the City of Long Beach is the American Legion Post #560, located 1.6 miles southwest of the project site. Therefore, no impact would occur.

NO IMPACT

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

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

The project site is located in an urbanized area. There is no evidence that archaeological resources or human remains are present on-site. However, cultural resources may be encountered during project-related development and ground-disturbing activities. Impacts would be significant if construction activities result in the destruction, damage, or loss of scientifically important cultural resources. The activities may include grading, excavation, or any other activity that disturbs the surface of the site. As a result of the tribal consultation held on November 1, 2018, mitigation measures CR-1 and CR-2 were incorporated into this document. The mitigation measures would address the potentially significant impacts relating to the unanticipated discovery of archeological or paleontological resources and human remains during project development. These measures would apply to all phases of project construction and would provide for the assessment and disposition of

resources found on-site. Implementation of mitigation measures CR-1 and CR-2 would reduce potential impacts to the unanticipated discovery of archeological or paleontological resource and human remains, respectively, to a less than significant level.

Mitigation Measures

CR-1 Unanticipated Discovery of Archaeological Resources

If evidence of subsurface archaeological resources is found during construction, excavation and other construction activity in that area shall cease and the construction contractor shall contact the City of Long Beach Development Services Department. With direction from the Development Services Department, an archaeologist certified by the County of Los Angeles shall be retained to evaluate the discovery prior to resuming grading in the immediate vicinity of the find. If warranted, the archeologist shall collect the resource and prepare a technical report describing the results of the investigation. The test-level report shall evaluate the site including discussion of significance (depth, nature, condition and extent of the resources), final mitigation recommendations, and cost estimates.

CR-2 Unanticipated Discovery of Human Remains

If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	■

Electricity and Natural Gas

In 2018, California used 285,488 gigawatt-hours (GWh) of electricity, of which 31 percent were from renewable resources (California Energy Commission [CEC] 2019a). California also consumed approximately 23,834.3 million U.S. therms (MMthm) of natural gas in 2018 (U.S. Energy Information Administration [EIA] 2020). The project site would be provided electricity by Southern California Edison (SCE) and natural gas by Southern California Gas Company (SCG). Table 7 and Table 8 show the electricity and natural gas consumption by sector and total for SCE and SCG. In 2018, SCE provided approximately 29.9 percent of the total electricity used in California (CEC 2020a). Also, in 2018, SCG provided approximately 23.2 percent of the total natural gas usage in California (CEC 2020b).

Table 7 Electricity Consumption in the SCE Service Area in 2018

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Streetlight	Total Usage
2,975.4	31,573.8	4,367.4	13,391.6	2,390.0	29,865.0	496.0	85,276.0

Notes: Usage expressed in GWh

Source: CEC 2020a

Table 8 Natural Gas Consumption in SCG Service Area in 2018

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Total Usage
77.6	913.0	74.5	1,714.5	229.2	2,147.4	5,156.1

Notes: All usage expressed in MMThm

Source: CEC 2020b

Petroleum

In 2016, approximately 40 percent of the state's energy consumption was used for transportation activities (EIA 2018). Californians presently consume over 19 billion gallons of motor vehicle fuels per year (CEC 2018a). Though California's population and economy are expected to grow, gasoline demand is projected to decline from roughly 15.8 billion gallons in 2017 to between 12.3 billion and 12.7 billion gallons in 2030, a 20 percent to 22 percent reduction. This decline comes in response to both increasing vehicle electrification and higher fuel economy for new gasoline vehicles (CEC 2018a).

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. The project would require site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping.

The total consumption of gasoline and diesel fuel during project construction was estimated using the assumptions and factors from CalEEMod used to estimate construction air emissions in the Air Quality and Greenhouse Gas Emission Report (Appendix A). Table 9 presents the estimated construction phase energy consumption, indicating construction equipment, vendor trips, and worker trips would consume approximately 76,744 gallons of fuel over the project construction period. Construction equipment would consume an estimated 65,875 gallons of fuel; vendor and hauling trips would consume approximately 2,021 gallons of fuel; and worker trips would consume approximately 9,518 gallons of fuel over the combined phases of project construction.

Table 9 Estimated Fuel Consumption during Construction

Fuel Type	Gallons of Fuel	MMBtu[4]
Diesel Fuel (Construction Equipment)[1]	65,875	8,397
Diesel Fuel (Hauling & Vendor Trips)[2]	2,021	258
Other Petroleum Fuel (Worker Trips)[3]	9,518	1,045
Total	**77,414**	**9,700**

[1] Fuel demand rate for construction equipment is derived from the total hours of operation, the equipment's horse power, the equipment's load factor, and the equipment's fuel usage per horse power per hour of operation, which are all taken from CalEEMod outputs (see Appendix A), and from compression-ignition engine brake-specific fuel consumptions factors for engines between 0 to 100 horsepower and greater than 100 horsepower (U.S. EPA 2018a). Fuel consumed for all construction equipment is assumed to be diesel fuel.

[2] Fuel demand rate for hauling and vendor trips (cut material imports) is derived from hauling and vendor trip number, hauling and vendor trip length, and hauling and vendor vehicle class from "Trips and VMT" Table contained in Section 3.0, *Construction Detail*, of the CalEEMod results (see Appendix A). The fuel economy for hauling and vendor trip vehicles is derived from the United States Department of Transportation (DOT 2018). Fuel consumed for all hauling trucks is assumed to be diesel fuel.

[3] The fuel economy for worker trip vehicles is derived from the U.S. Department of Transportation National Transportation Statistics (24 mpg) (DOT 2018). Fuel consumed for all worker trips is assumed to be gasoline fuel.

[4] CaRFG CA-GREET 2.0 fuel specification of 109,786 Btu/gallon used to identify conversion rate for fuel energy consumption for worker trips specified above (CARB 2015). Low-sulfur Diesel CA-GREET 2.0 fuel specification of 127,464 Btu/gallon used to identify conversion rate for fuel energy consumption for construction equipment specified above (CARB 2015). Due to rounding, numbers may not add up precisely to the totals indicated.

The construction energy estimates represent a conservative estimate because the construction equipment used in each phase of construction was assumed to be operating every day of construction. Construction equipment would be maintained to all applicable standards, and construction activity and associated fuel consumption and energy use would be temporary and typical for construction sites. It is also reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Operational Energy Demand

Operation of the project would increase area energy demand from greater electricity, natural gas, and gasoline consumption at a currently undeveloped site. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, water use, and the overall operation of the project. Gasoline consumption would be attributed to the trips generated from residents. The estimated number of average daily trips associated with the project is used to determine the energy consumption associated with fuel use from the operation of the project. The majority of the fuel consumption would be from motor vehicles traveling to and from the project site. According to the CalEEMod calculations, the project would result in 733,848 annual VMT (Appendix A). Table 10 shows the estimated total annual fuel consumption of the project using the estimated trip generation (Appendix H) and VMT with the assumed vehicle fleet mix (Appendix A).

Table 10 Estimated Project Annual Transportation Energy Consumption

Vehicle Type[1]	Percent of Vehicle Trips[2]	Annual Vehicle Miles Traveled[3]	Average Fuel Economy (miles/gallon)[4]	Total Annual Fuel Consumption (gallons)	Total Fuel Consumption (MBtu)[5]
Passenger Cars	55.3	406,084	24.0	16,920.2	1,857.6
Light/Medium Trucks	36.2	265,535	17.4	15,260.6	1,945.2
Heavy Trucks/Other	8.0	58,679	7.4	7,929.6	1,010.7
Motorcycles	0.5	3,550	44.0	80.7	8.9
Total	**100.0**	**733,848**	**–**	**40,191.0**	**4,822.0**

[1] Vehicle classes provided in CalEEMod do not correspond exactly to vehicle classes in DOT fuel consumption data, except for motorcycles. Therefore, it was assumed that passenger cars correspond to the light-duty, short-base vehicle class, light/medium trucks correspond to the light-duty long-base vehicle class, and heavy trucks/other correspond to the single unit, 2-axle 6-tire or more class.

[2] Percent of vehicle trips from CalEEMod output (see Appendix A).

[3] Mitigated annual VMT found in Table 4.2 "Trip Summary Information" in Air Quality and Greenhouse Gas Emissions Study CalEEMod output (see Appendix A).

[4] DOT 2018.[5] CaRFG fuel specification of 109,786 Btu/gallon used to identify conversion rate for fuel energy consumption for vehicle classes specified above (CARB 2015).

[5] One gallon of gasoline is equivalent to approximately 109,786 Btu (CARB 2015), while one gallon of diesel is equivalent to approximately 127,460 Btu (Schremp 2017).

Notes: Due to rounding, numbers may not add up precisely to the totals indicated.

As shown in Table 10, the project would consume approximately 40,191 gallons of fuel, or 4,822 MBtu, each year for transportation uses from the operation.

The project includes solar panels, which would provide for all energy used onsite and result in the townhomes being net zero energy. Therefore, the project would not consume electricity or natural gas in any significant quantities or represent a strain to SCE or SCG. SCE and SCG would have sufficient supplies for the project.

The project would exceed the standards set in California Building Code (CBC) Title 24 by 19 percent, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation**.** California's Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects. Furthermore, the 2019 Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the Energy Commission. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. The standards are updated every three years and each iteration is more energy efficient than the previous standards. For example, according to the California Energy Commission (CEC), residences built with the 2019 standards will use about seven percent less energy due to energy efficiency measures versus those built under the 2016 standards, or 53 percent less energy with rooftop solar, and nonresidential buildings will use about 30 percent less energy due mainly to lighting upgrades (CEC 2018b). Furthermore, the project would continue to reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by SCE continues to increase to comply with state requirements through Senate Bill 100, which requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

In conclusion, the construction of the project would be temporary and typical of similar projects, and would not result in the wasteful, inefficient, or unnecessary consumption of energy. The operation of the project would increase the consumption of fuel, natural gas, and electricity from existing conditions of an undeveloped site; however, the increase would be in conformance with the latest version of California's Green Building Standards Code and the Building Energy Efficiency Standards. Therefore, the project would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As discussed above, SB 100 mandates 100 percent clean electricity for California by 2045. Because the proposed project would be powered by onsite solar panels, the proposed project would not conflict with this statewide plan. Additionally, as discussed under Checklist Item *a.* above, the proposed project would be subject to more stringent energy efficiency standards pursuant to updated CALGreen requirements.

The City of Long Beach has not adopted specific renewable energy or energy efficiency plans with which the project could comply; however, a Climate Action and Adaptation Plan (CAAP) is currently under development. This plan would provide framework for updating policies, programs, practices, and incentives for residents and business to reduce emissions and will likely include various energy efficiency measures to that end. As demonstrated further in Section 8, *Greenhouse Gas Emissions*,

the proposed project is consistent with and would not conflict with or obstruct the state plan for renewable energy; therefore, no impact would occur.

NO IMPACT

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7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. Landslides?	☐	☐	☐	■
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	■
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	■
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐

a.1. Would the project directly or indirectly cause 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?

The project site is located in a seismically active region of Southern California; however, there are no known faults on the project site (City of Long Beach 1988). The nearest known active fault is Newport-Inglewood Fault Zone, which is approximately 1.5 miles away from the project site (DOC 2020b). The project site is not located in an Alquist-Priolo earthquake fault zone as defined by the State Geologist (DOC 2020b). Furthermore, ground breakage has not been observed along the faults of the Newport-Inglewood Zone in historic times. The proposed project would comply with State of California standards for building design through the California Building Standards Code (California Code of Regulations, Title 24) which requires various measures of all construction in California to account for hazards from seismic shaking. Therefore, the proposed project would not directly or indirectly cause adverse impacts associated with surface fault rupture. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

The project site is located in the highly seismic Southern California region, where several fault systems are considered to be active or potentially active. Nearby active faults include the Newport-Inglewood Fault Zone which is approximately 1.5 miles away from the project site (DOC 2020b). The Newport-Inglewood fault zone could create substantial ground shaking if a seismic event occurred along that fault. Similarly, a strong seismic event on any other fault system in Southern California has the potential to create considerable levels of ground shaking throughout the City. However, the project site is not subject to unusual levels of ground shaking.

The California Building Code (CBC) requires structural design and construction methods which will be employed to minimize adverse effects of seismic ground shaking. In addition, the proposed project does not include any uses, such as mining or fracking, that would cause or exacerbate ground shaking. Impacts related to seismically induced ground shaking would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Liquefaction is a process whereby soil is temporarily transformed to fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. Liquefaction typically occurs in areas where the groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine to medium sand. As shown in Plate 7, “Liquefaction Potential Areas,” of the Seismic Safety Element of the Long Beach General Plan (City of Long Beach 1988), the project site is located in an area where the liquefaction potential is low. Compliance with the CBC would reduce impacts associated with seismic-related ground failure including liquefaction to less than significant.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Per the City of Long Beach Seismic Safety Element, the City is relatively flat and characterized by slopes that are not high (less than 50 feet) or steep (generally sloping flatter than 1-1/2:1, horizontal to vertical). The State Seismic Hazard Zone map of the Long Beach Quadrangle indicates that earthquake-induced landslide hazard areas are not present on the project site (DOC 1998). Additionally, the project site and the surrounding area are flat. Therefore, there is no risk of landslides on the site.

NO IMPACT

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

Ground-disturbing activities associated with project implementation may result in the removal of some topsoil in order to construct the three-story townhomes. Standard construction best management practices (BMPs) would be implemented in order to avoid or minimize soil erosion associated with ground-disturbing activities. As discussed further in Section 10, *Hydrology and Water Quality*, implementation of erosion control measures stated in Chapter 98.02 of the Municipal Code, as well as adherence to requirements provided in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities would avoid or minimize potential impacts.

LESS THAN SIGNIFICANT IMPACT

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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

Per Plate 9, "Slope Stability Study Areas," the Long Beach General Plan Seismic Safety Element, the project site is not located in an area of slope instability (City of Long Beach 1988). As discussed above, the project site is also located in an area with low liquefaction potential. No impact would occur.

NO IMPACT

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

Expansive soils are clay-based soils that tend to expand as they absorb water and shrink as water is drawn away. The project site consists of loamy materials and Riverwash soils (City of Long Beach 1988). The project site does not consist of expansive soils according to the General Plan Conservation Element and no impact would occur.

NO IMPACT

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

The proposed project would not include the installation of new septic tanks or alternative wastewater disposal systems. No impact would be associated with wastewater conveyance.

NO IMPACT

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

The project site is located in an urbanized area. There is no evidence that paleontological resources, are present on-site. However, paleontological resources may be encountered during project-related development and ground-disturbing activities. Impacts would be significant if construction activities result in the destruction, damage, or loss of scientifically important paleontological resources. The activities may include grading, excavation, or any other activity that disturbs the surface of the site. The following mitigation measure would address the potentially significant impacts relating to the unanticipated discovery of paleontological resources during project implementation. This measure would apply to all phases of project construction and would ensure that any significant resources present on-site are preserved. Implementation of mitigation measure GEO-1 would reduce potential impacts to the unanticipated discovery of paleontological resource to a less than significant level.

Mitigation Measure

GEO-1 Unanticipated Discovery of Paleontological Resources

If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area shall cease and the construction contractor shall contact the City of Long Beach Development Services Department. With direction from the Development Services Department, a paleontologist certified by the County of Los Angeles shall evaluate the find. If warranted, the paleontologist shall prepare and implement a standard Paleontological Resources Mitigation Program for the salvage and curation of the identified resources.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHGs) that contribute to the "greenhouse effect," a natural occurrence that takes place in Earth's atmosphere to help regulate the temperature of the planet. The majority of radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions. However, anthropogenic activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat. Emissions resulting from human activities thereby contribute to an average increase in Earth's temperature.

The majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

In late 2015, the California Supreme Court's Newhall Ranch decision confirmed that there are multiple potential pathways for evaluating GHG emissions consistent with CEQA, depending on the circumstances of a given project (Center for Biological Diversity v. Department of Fish and Wildlife (2015) 62 Cal. 4th 204). Given the legislative attention and judicial action regarding post-2020 goals and the scientific evidence that additional GHG reductions are needed through the year 2050, the Association of Environmental Professionals' (AEP) Climate Change Committee published a white paper in October 2016 to provide guidance on defensible GHG thresholds for use in CEQA analyses and GHG reduction targets in climate action plans in light of the change in focus on the 2030 reduction target and questions raised in the Newhall Ranch case (AEP 2016).

The AEP Climate Change Committee white paper identified seven thresholds for operational emissions. The following four methods described are the most widely used evaluation criteria.[1]

(1) **Consistency with a Qualified GHG Reduction Plan.** For a project located within a jurisdiction that has adopted a qualified GHG reduction plan (as defined by CEQA Guidelines Section 15183.5), GHG emissions would be less than significant if the project is anticipated by the plan and fully consistent with the plan. However, projects with a horizon year beyond 2020 should not tier from a plan that is qualified up to 2020.

(2) **Bright line Thresholds.** There are two types of bright line thresholds:
   a. **Standalone Threshold.** Emissions exceeding standalone thresholds would be considered significant.
   b. **Screening Threshold.** Emissions exceeding screening thresholds would require evaluation using a second-tier threshold, such as an efficiency threshold or other threshold concept to determine whether project emissions would be considered significant.

      However, projects with a horizon year beyond 2020 should take into account the type and amount of land use projects and their expected emissions out to the year 2030.

(3) **Efficiency Thresholds.** Land use sector efficiency thresholds are currently based on AB 32 targets and should not be used for projects with a horizon year beyond 2020. For projects with a horizon year beyond 2020, efficiency metrics should be adjusted for 2030 and include applicable land uses.

(4) **Percent Below "Business as Usual" (BAU).** GHG emissions would be less than significant if the project reduces BAU emissions by the same amount as the statewide 2020 reductions. However, this method is no longer recommended following the Newhall Ranch ruling.

Operational emissions methods (1), (2), and (4) are not applicable. Method (3) is the most appropriate threshold based on guidance from the 2017 Scoping Plan, which identifies 2030 and 2050 per capita efficiency metrics that can be used to develop locally-appropriate project-specific efficiency thresholds (CARB 2017). The City of Long Beach is currently drafting a Climate Action and Adaptation Plan (CAAP), which is expected to be adopted by City Council in 2020 (City of Long Beach 2020). While, the CAAP has not yet been finalized or adopted by the City and cannot be used for project tiering, the emissions inventories and targets can be used in the development of a locally-appropriate project-specific efficiency threshold adjusted for the year 2030.Efficiency thresholds are quantitative thresholds based on a measurement of GHG efficiency for a given project, regardless of the amount of mass emissions. These thresholds identify the emission level below which new development would not interfere with attainment of statewide GHG reduction targets. A project that attains such an efficiency target, with or without mitigation, would result in less than significant GHG emissions.

Accordingly, consistent with the concerns raised in the Golden Door (2018) and Newhall Ranch (2015) decisions regarding the correlation between state and local conditions, the 2030 City

[1] The three other thresholds are best management practices (BMP)/best available mitigation (BAM), compliance with regulations, and a hybrid threshold concept: separate transportation and non–transportation threshold. The BMP/BAM concept would require creation and implementation of an approved list of BMPs to ensure compliance with statewide reduction targets. No such list has been created/approved to date. Compliance with existing regulations is not recommended until the state has developed its regulatory framework to meet 2030 GHG reduction targets. Finally, the hybrid transportation and non-transportation thresholds approach is generally reserved for residential and/or mixed-use projects qualifying for relief from analysis GHG emissions from cars and light-duty trucks. As such, none of these thresholds specifically apply to this project.

inventory targets were modified to establish a locally appropriate, evidence-based, project-specific threshold consistent with California's GHG reduction targets.

The Draft Climate Action Plan provides an inventory of the Community wide emissions and breaks the energy emissions into residential, commercial sectors, and industrial categories. The City also includes aggregated emissions from energy facilities, fugitive natural gas, transportation, and solid waste emissions. The aggregated emissions were assigned to the residential or commercial/industrial sectors based on SCAG's 2030 population and employment projections included in the 2040 Regional Transportation Plan and Sustainable Communities Plan. Table 11 summarizes the project specific threshold for this analysis.

Table 11 2030 GHG Efficiency Thresholds by Land Use for the City of Long Beach

2030 Population	2030 Employment	2030 Emissions	Residential Emissions	Commercial/ Industrial Emissions	Residential Threshold	Commercial/ Industrial Threshold
483,355	189,524	3,125,564 MT CO_2e	1,787,091 MT CO_2e	1,332,699 MT CO_2e	3.70 MT CO_2e/ Resident	7.03 MT CO_2e/ Employee

Source: City of Long Beach 2019; SCAG 2016b

The proposed project is for the construction of townhomes. Therefore, the residential threshold of 3.7 MT CO_2e per resident is used for assessing the proposed project. In addition, the residential threshold of 3.70 MT CO_2e is the most stringent locally appropriate GHG emissions threshold and therefore represents the most conservative evaluation of project impacts. Emissions associated with the project were estimated using CalEEMod, version 2016.3.2. Complete CalEEMod results and assumptions can be viewed in Appendix A.

A project's service population includes both its residents and employees. The proposed new townhomes would serve a population of approximately 108 residents. There would be no permanent employees associated with the proposed project.

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction activities, energy use, daily operational activities, and mobile sources (traffic) due to the proposed project would generate GHG emissions. CalEEMod version 2016.3.2 was used to calculate emissions resulting from project construction and long-term operation. Adjustments to the CalEEMod model were made based upon project-specific sustainability features and updated requirements of Title 24 and other statewide GHG reduction initiatives that standard CalEEMod parameters do not account for. These include the following:

- Electricity emissions are calculated by multiplying the energy use times the carbon intensity of the utility district per kilowatt hour (CAPCOA 2017). The project would be served by SCE. Therefore, SCE's specific energy intensity factors (i.e., the amount of CO_2, CH_4, and N_2O per kilowatt-hour) are used in the calculations of GHG emissions. The energy intensity factors included in CalEEMod are based on 2012 data by default at which time SCE had only achieved a 20.6 percent procurement of renewable energy. Per SB 100, the statewide Renewable Portfolio Standard (RPS) Program requires electricity providers to increase procurement from eligible renewable energy sources to 60 percent by 2030. To account for the continuing effects of the RPS, the energy intensity factors included in CalEEMod were reduced based on the percentage of renewables reported by SCE.

- Energy usage for the single-family residences was reduced by seven percent to account for the requirements of 2019 Title 24 standards (CEC 2019b).
- CalEEMod does not incorporate water use reductions achieved by CALGreen (Part 11 of Title 24). New development would be subject to CalGreen, which requires a 20 percent increase in indoor water use efficiency. Thus, in order to account for compliance with CALGreen, a 20 percent reduction in indoor water use was included in the water consumption calculations for new development.
- According to a CalRecycle report to the Legislature, as of 2013 California had achieved a statewide 50 percent diversion of solid waste from landfills through "reduce/recycle/compost" programs (CalRecycle 2015). CalEEMod assumes this 50 percent diversion rate. However, as of 2018, the City of Long Beach has achieved a landfill diversion rate of 70 percent (CalRecycle 2020). Therefore, the solid waste diversion rate in CalEEMod was adjusted to reflect the City's current diversion rate.
- Project-specific sustainability features including onsite solar panels that provide 100 percent of the project's operational energy use, low-flow indoor water faucets and toilets, and a 19 percent exceedance of Title 24 were included in CalEEMod.

Emissions exceeding the 3.7 MT of CO_2e per person threshold would be considered significant.

Construction GHG Emissions

Although construction activity is addressed in this analysis, AEP does not discuss whether any of the suggested threshold approaches adequately address impacts from temporary construction activity. Nevertheless, SCAQMD has recommended amortizing construction-related emissions over a 30-year period in conjunction with the proposed project's operational emissions.

Based on CalEEMod results, construction of the project would generate an estimated 688.7 MT of CO_2e, as shown in Table 12.

Table 12 Estimated Construction GHG Emissions

Year	Project Emissions (CO_2e) in metric tons
2022	562.2
2023	126.5
Total	688.7
Total Amortized over 30 Years	23.0

See Appendix A for CalEEMod model output.

Operational GHG Emissions

The project's proposed energy use, daily operational activities, and mobile sources (traffic) would generate GHG emissions. The project would include solar panels which would generate sufficient electricity annually to fully power the project. In addition, green building features such as the use of drought tolerant plants in 75 percent of the landscaping, a high-efficiency landscape irrigation system, and hot water pipe insulation would be included in the proposed project. As shown in

Table 13, the project's emissions would be approximately 301.7 MT of CO_2e or 2.79 MT CO_2e per person, which would not exceed the project specific threshold of 3.7 MT CO_2e per person

Table 13 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (CO_2e) in metric tons
Construction	23.0
Operational	
Area	0.7
Energy	0.0
Solid Waste	5.3
Water	7.1
Mobile	
CO_2 and CH_4	249.7
N_2O	15.9
Total Emissions	**301.7**
Service Population (Residents)	108
Emissions per Service Population (MT CO_2e/SP/year)	**2.79**
Project-Specific Efficiency Threshold (MT CO_2e/SP/year)	3.70
Exceed Project-Specific Threshold?	**No**

Source: Appendix A (CalEEMod outputs)

LESS THAN SIGNIFICANT IMPACT

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

There are numerous state plans, policies, and regulations adopted for the purpose of reducing GHG emissions. The principal overall state plan and policy is AB 32, the California Global Warming Solutions Act of 2006, and the follow up, SB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the Low Carbon Fuel Standard, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the statewide level; as such, compliance at a project level is not addressed. Therefore, the project does not conflict with statewide plans and regulations.

Senate Bill 375, signed in August 2008, directs each of the State's 18 major Metropolitan Planning Organizations (MPO) to prepare a Sustainable Communities Strategy (SCS) that contains a growth strategy to meet these emission targets for inclusion in the RTP. In April 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development to comply with SB 375. The City of Long Beach is developing its first Climate Action and Adaptation Plan (CAAP) which will provide a framework for creating or updating policies,

programs, practices, and incentives for Long Beach residents and businesses to reduce the City's GHG footprint.

The proposed residential project would not conflict with any of the SCAG's RTP/SCS goals because it would allow for the construction of townhomes in an urbanized area long a major transportation corridor.

Table 14 illustrates the project's consistency with relevant goals and strategies embodied in Chapter 5, On the Road to Greater Mobility and Sustainable Growth, of the 2016 RTP/SCS (SCAG 2016). As shown in Table 14, the project is consistent with the applicable strategies in the 2016 RTP/SCS. Therefore, the project would have a less than significant impact.

Table 14 Consistency with Applicable SCAG RTP/SCS GHG Emission Reduction Strategies

Strategy/Action	Project Consistency
Land Use and Transportation	
Focus new growth around transit. The 2016 RTP/SCS land use pattern reinforces the trend of focusing growth in the region's High Quality Transit Areas (HQTAs). Concentrating housing and transit in conjunction concentrates roadway repair investments, leverages transit and active transportation investments, reduces regional life cycle infrastructure costs, improves accessibility, avoids greenfield development, and has the potential to improve public health and housing affordability. HQTAs provide households with alternative modes of transport that can reduce VMT and GHG emissions.	**Consistent.** The project would be within 0.25 mile of bus stops along Long Beach Boulevard and Del Amo Boulevard. The project site is also approximately one mile from the Metro Blue Line's Del Amo Station.
Plan for growth around livable corridors. The Livable Corridors strategy seeks to create neighborhood retail nodes that would be walking and biking destinations by integrating three different planning components: 1. Transit improvements 2. Active transportation improvements (i.e., improved safety for walking and biking) 3. Land use policies that include the development of mixed-use retail centers at key nodes and better integrate different types of ritual uses.	**Consistent.** The project would be within 0.25 mile of bus stops along Long Beach Boulevard and Del Amo Boulevard. The project site is also approximately one mile from the Metro Blue Line's Del Amo Station. As such, future residents would have access to public transit.
Provide more options for short trips. 38 percent of all trips in the SCAG region are less than three miles. The 2016 RTP/SCS provides two strategies to promote the use of active transport for short trips. Neighborhood Mobility Areas are meant to reduce short trips in a suburban setting, while "complete communities" support the creation of mixed-use districts in strategic growth areas and are applicable to an urban setting.	**Consistent.** The project would be within 0.25 mile of bus stops along Long Beach Boulevard and Del Amo Boulevard. The project site is also approximately one mile from the Metro Blue Line's Del Amo Station. As such, alternative means of transportation would be available for access to and from the project site.

Strategy/Action	Project Consistency
Protect Natural and Farm Lands. Many natural and agricultural land areas near the edge of existing urbanized areas do not have plans for conservation and they are susceptible to the pressures of development. Many of these lands, such as riparian areas, have high per-acre habitat values and are host to some of the most diverse yet vulnerable species that play an important role in the overall ecosystem.	**Consistent.** The project would be in an urbanized area designated for residential land uses and thus would not add pressure to develop natural or agricultural lands.
Transit Initiatives	
Develop first-mile/last-mile strategies on a local level to provide an incentive for making trips by transit, bicycling, walking, or neighborhood electric vehicle or other Zero Emission Vehicles (ZEV) options.	**Consistent.** The project would be within 0.25 mile of bus stops along Long Beach Boulevard and Del Amo Boulevard. The project site is also approximately one mile from the Metro Blue Line's Del Amo Station. This would incentivize greater use of alternative transportation.
Other Initiatives	
Reduce emissions resulting from a project through implementation of project features, project design, or other measures. Incorporate design measures to reduce energy consumption and increase use of renewable energy.	**Consistent.** The design and implementation of the proposed project would comply with CALGreen Building Standards, which includes measures to reduce emissions. The project would also comply with SCAQMD Rule 1113 that limits VOCs from building architectural coatings.

Source: SCAG 2016

LESS THAN SIGNIFICANT IMPACT

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9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	■	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	■	☐
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	■
e. For a project located in 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 or excessive noise for people residing or working in the project area?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	■

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

Project construction would involve the temporary use of potentially hazardous materials such as vehicle fuels and fluids that could be released should an accidental leak or spill occur. However, standard construction best management practices for the use and handling of such materials would be implemented to avoid or reduce the potential for such conditions to occur. Any use of potentially hazardous materials utilized during construction of the proposed project would comply with all local, State, and federal regulations regarding the handling of potentially hazardous materials. Operation and maintenance of the proposed residential project would not involve the routine transport, use, or disposal of hazardous materials. Materials used by the proposed project would be similar to those found in common household projects such as surface and floor cleaning products utilized for routine janitorial cleaning procedures. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

As described above, construction of the proposed project would involve the use of potentially hazardous materials such as vehicle fuels and fluids that could be released should an accidental leak or spill occur. However, standard construction best management practices for the use and handling of such materials would be implemented to avoid or reduce the potential for such conditions to occur. The transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Adherence to these requirements would reduce impacts to a less than significant level. However, because the existing single-family residence located on the project site was constructed in the 1920s, building materials may contain asbestos and lead-based paint. It is recommended that prior to the demolition of the existing property, a survey of the building materials suspected to contain asbestos or lead based paint be conducted. With implementation of mitigation, operation of the proposed residential project would not create a significant hazard to the public or the environment and would not emit hazardous emissions. Potential impacts associated with upset or accident conditions would be less than significant.

Mitigation Measure

HAZ-1 Existing Toxic/Hazardous Materials

ASBESTOS

In the event that any suspect asbestos-containing materials (ACMs) are discovered during demolition activities, the materials shall be sampled and analyzed for asbestos content prior to any disturbance. Prior to the issuance of the demolition permit, the applicant shall provide a letter from a qualified asbestos abatement consultant that no ACMs are present in the building. If ACMs are found to be present, all asbestos removal operations shall be performed by a Cal/OSHA-DOSH-registered and California-licensed asbestos contractor. All disturbances of ACMs, and/or abatement operations, shall be performed under the surveillance of a third-party Cal/OSHA Certified Asbestos

Consultant. All disturbances of ACMs, and/or abatement operations, shall be performed in accordance with the Cal/OSHA requirements set forth in 8 CCR 1529. Asbestos abatement must also be performed in accordance with SCAQMD requirements set forth in Rule 1403 as well as all other applicable State and federal rules and regulations.

LEAD

Any suspect lead-based paint shall be sampled prior to any renovations or demolition activities. Prior to the issuance of the demolition permit, the applicant shall provide a letter from a licensed lead-based paint abatement contractor that no lead-based paint is present in the building. If identified, lead-based paint located within building scheduled for renovation or demolition, or noted to be damaged, shall be abated by a licensed lead-based paint abatement contractor, and disposed of according to all state and local regulations.

All construction work shall be subject to 29 Code of Federal Regulations (CFR) Part 1926.62 "Lead Exposure in Construction Interim Final Rule," which was adopted and incorporated into California's own standard Title 8 Code of California Regulations (CCR) Section 1532.1.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The project site is located approximately 100 feet from Dooley Elementary and 730 feet (0.14 mile) from Dorothy Ahrens Nursery School. During construction of the proposed project, hazardous and potentially hazardous materials would be utilized for the transport and operation of vehicles and machinery. As discussed above, the transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Additionally, operation of the proposed residential project would not involve the use or transport of large quantities of hazardous materials. Therefore, impacts related to hazardous emissions or materials affecting local schools would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on a site that is included on a list of hazardous material 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?

The following databases and listings compiled pursuant to Government Code Section 65962.5 were checked in April 2020 for known hazardous materials contamination at the project sites:

- **United States Environmental Protection Agency (U.S. EPA)**
  - Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)/Superfund Enterprise Management System (SEMS)/Envirofacts database search
- **State Water Resources Control Board (SWRCB)**
  - GeoTracker search for leaking underground storage tanks (LUST) and other cleanup sites

- **Department of Toxic Substances Control (DTSC)**
  - EnviroStor database for hazardous waste facilities or known contamination sites
  - Cortese List of Hazardous Waste and Substances Sites

The project site is not located on or directly adjacent to any known hazardous or contaminated sites that are actively being monitored. The U.S. EPA is retiring the CERCLIS database and is replacing it with SEMS. The SEMS database search did not produce any results associated with the project site, indicating that the site is free of known hazards and contaminants (U.S. EPA 2020b). A search of the EnviroStor database showed that there are no contaminated sites within a one-mile radius of the project site (DTSC 2020). The GeoTracker database indicates that there are no active cleanup sites within a quarter-mile radius of the project site (SWRCB 2020). As the proposed project is not located on or in the vicinity of hazardous materials sites or contaminated sites and the proposed project would not involve routine use of hazardous materials, no impact would occur due to the construction or operation of the proposed project.

NO IMPACT

e. For a project located in 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 or excessive noise for people residing or working in the project area?

The airport or airstrip nearest to the project site is the Long Beach Airport, located approximately 5 miles southeast of the project site. The project is not located within two miles of a public use airport and would not introduce associated hazards or excessive noise to people residing or working in the area. No impact would occur.

NO IMPACT

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

The proposed project would not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. In accordance with the Public Safety Element of the General Plan, emergency response and evacuation procedures would be developed though the City in coordination with the police and fire departments (City of Long Beach 1975b). The proposed project would not require the development of additional streets or introduce new features that would interfere with or obstruct an adopted emergency response plan. Implementation of the project would increase traffic to and from the project site; however, the project site is surrounded by major roadways, including Long Beach Boulevard, which have sufficient capacity to provide access to and from the project site. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The project site is not located in a wildland fire hazard area as defined by the Department of Forestry and Fire Protection (CalFire 2007). The project would not affect the potential for wildland fires to occur. No impact would occur.

NO IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	■	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	■
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	■	☐
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	■	☐
(iii) 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; or	☐	☐	■	☐
(iv) Impede or redirect flood flows?	☐	☐	■	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	■
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	■

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Long Beach is served by three sewage treatment facilities that discharge treated effluent to marine waters. The project site is located in an urban area and there are no surface water bodies in the project vicinity. The project site consists of vacant parcels that have been previously disturbed and graded, and two developed parcels that are occupied by a single-family residence. Construction and grading are planned to occur and would include residential buildings and parking areas. The proposed project would comply with current National Pollutant Discharge Elimination System (NPDES), which regulates discharges into surface waters, and Los Angeles County MS4 permit regulations pertaining to the retention of erosion and detention of site runoff into storm drains and receiving waters and include storm water Low Impact Development (LID) Best Management Practices (BMPs). Additionally, Chapter 18.74 of the LBMC regulates the implementation of the LIDs and BMPs for projects in the City. Compliance with these requirements would reduce potential impacts to local storm water drainage facilities to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The major aquifers beneath Long Beach are known as the 400-foot Gravel, the 200-foot Sand, and the Gaspur Zone (City of Long Beach 1973). These aquifers have a capacity for storing approximately 30 million acre-feet of water. The proposed project would involve construction of residential buildings with minimal excavation. As discussed in Section 19, *Utilities and Service Systems,* water supply requirements associated with the project would not deplete local groundwater supplies. Therefore, no impact would occur.

NO IMPACT

c.(i) 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 through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

c.(ii) 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 through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

c.(iii) 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 through the addition of impervious surfaces, in a manner that would 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?

c.(iv) 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 through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

The project would alter the existing drainage patterns on the undeveloped project site by introducing new structures and pervious surfaces, but implementation of the project would not alter the course of a stream or river. The project would comply with Chapter 18.74 of the LBMC, which requires implementation of standard construction BMPs to avoid or minimize temporary adverse effects such as erosion and siltation. A LID Plan shall be prepared to demonstrate the following (LBDS 2013):

1 Stormwater runoff will be infiltrated, evapotranspired, and/or captured and used through stormwater management techniques as identified in Section 4.1. The onsite stormwater management techniques must be properly sized, at a minimum, to infiltrate, evapotranspire, store for use, without any stormwater runoff leaving the site to the maximum extent feasible, for at least the volume of water produced by the water quality design storm event that results from:

   i. The 85th percentile 24-hour runoff event determined as the maximized capture stormwater volume for the area using a 48- to 72-hour drawdown time, from the formula recommended in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998); or

   ii. The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in the California Stormwater Best Management Practices Handbook –Industrial/Commercial, (2003); or

   iii. The volume of runoff produced from a 0.75-inch storm event.

The proposed project would alter existing land uses on the project site and would include a site-specific drainage plan to guide surface water runoff to the existing municipal drainage system. As discussed above, the proposed project would comply with NPDES and Los Angeles County MS4 permit regulations and would comply with the City's LID BMP Manual. Compliance with these requirements would reduce potential impacts to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is not located in a 100-year flood zone (Map # 06037C1955F) (FEMA 2018). The dam nearest to the project site is the Sepulveda Dam approximately 36 miles to the northwest. The project site is located 6.6 miles north from the Pacific Ocean; however, the project site is not located in an inundation or tsunami zone (DOC 2018). Additionally, the project site is not located near a body of water that would be subject to seiche and is not located on or near slopes subject to mudflow events. The project would not result risk release of pollutants due to project inundation. No impact would occur.

NO IMPACT

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Potential water quality impacts associated with the proposed project are discussed above under checklist Items *a.* and *b.* The project would not otherwise substantially degrade water quality. No impact would occur.

NO IMPACT

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	■
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	■	☐

a. Would the project physically divide an established community?

The proposed project would occur on an infill site, surrounded by an established community. The project does not propose any new roads or infrastructure that have the potential to divide any communities. No impact would occur.

NO IMPACT

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed project involves development of 38 three-story townhomes. The project site is currently zoned CCA (Community Commercial Automobile-Oriented) along the western portion of the project site, fronting Long Beach Boulevard, and R-1-N on the eastern portion. The CCA zone permits retail and service uses. Multi-family residential uses are not permitted in the CCA zone. The R-1-N zone allows for single-family residential uses with standard lots. The project site has a Land Use Designation of NSC-L (Neighborhood Serving Center or Corridor Low Density). The NSC-L General Plan land use designation encourages development of mixed-use smaller scale retail and low-density apartment and condominium buildings The NSC-L designation allows up to three stories in height and residential densities of up to 44 dwelling units per acre (du/acre) depending on lot size. As such, the proposed project would be consistent with the General Plan land use designation but would not be consistent with the current zoning. Project entitlements include a Zone Change to CCN (Community R-4-N) to allow for the development of the proposed townhomes. The CCN zone is similar to the Community Auto-Oriented District, but also permits medium density residential development at R-4-N densities.

According to the City's General Plan Land Use Element, the project site is located within the Addams Neighborhood area, which is defined by Market Street to the north, Atlantic Boulevard to the east, the Union Pacific Railroad right-of-way on the south and Long Beach Boulevard on the west. The mixed residential area is an older area where single-family houses are the most common use with multifamily housing and commercial uses along major avenues, such as Long Beach Boulevard. The Land Use Element identifies the development of new multifamily housing along commercial

corridors as an important strategy in this area of Long Beach (City of Long Beach 2019b). The project would be consistent with the City's General Plan by creating new multifamily housing in the vicinity of commercial uses and that would be consistent with the character of surrounding neighborhood. Additionally, as discussed in Section 3, *Air Quality*, Section 7, *Geology and Soils*, and Section 13, *Noise*, the project would be consistent with the City's Air Quality, Noise and Seismic Safety Elements, respectively.

Upon approval of the requested discretionary actions, development of the proposed project would comply with City zoning standards, including maximum height limits, yards, and front and side setbacks. The proposed project would not conflict with any applicable land use plan, policy, or regulation. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	■

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?

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 project site and surrounding properties are located in an urbanized area. The California Surface Mining and Reclamation Act of 1975 (SMARA) was enacted to promote conservation and protection of significant mineral deposits. According to the California Department of Conservation Mineral Land Classification Maps, the project site is located in an area with a MRZ-1 designation, indicating that there is little to no likelihood for the presence of significant mineral deposits on-site (DOC 1983). Although oil deposits are abundant in the City of Long Beach, no oil extraction occurs on or adjacent to the project site (City of Long Beach 1973). Because there are no known mineral resources on the project site or in the vicinity of the site, the project would have no impact on the availability or recovery of mineral resources.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	■	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	■

General Noise Background

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0-dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the ambient noise level to be judged as twice as loud. In general, a 3 dBA change in the ambient noise level is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while areas adjacent to arterial streets are typically in the 50 to 60+ dBA range. Normal conversational levels are usually in the 60 to 65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise from point sources, such from individual pieces of machinery, typically attenuates (or drop off) at a rate of 6 dBA per doubling of distance from the noise source. Noise levels from lightly traveled roads typically attenuate at a rate of about 4.5 dBA per doubling of distance. Noise levels

from heavily traveled roads typically attenuate at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures. Generally, a single row of buildings between the receptor and the noise source reduces noise levels by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA (Federal Transit Administration [FTA] 2018). The manner in which buildings in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 20 to 25 dBA with closed windows (FTA 2018).

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. Lmax is the highest RMS (root mean squared) sound pressure level within the measurement period, and Lmin is the lowest RMS sound pressure level within the measurement period.

The time period in which noise occurs is also important since nighttime noise tends to disturb people more than daytime noise. Community noise is usually measured using Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a 10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 p.m. Noise levels described by Ldn and CNEL typically do not differ by more than 1 dBA. In practice, CNEL and Ldn are often used interchangeably.

The relationship between peak hourly Leq values and associated Ldn/CNEL values depends on the distribution of traffic over the entire day. There is no precise way to convert a peak hourly Leq to Ldn/CNEL. However, in urban areas near heavy traffic, the peak hourly Leq value is typically 2 to 4 dBA lower than the daily Ldn/CNEL value (State Water Resources Control Board [SWRCB] 1999). The project site is located in an urban area. Therefore, the daily CNEL value at the project site would be 2 to 4 dBA higher than the peak hourly Leq.

Vibration

Vibration refers to groundborne noise and perceptible motion. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from passing trucks. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings (FTA 2018). Most perceptible indoor vibration is caused by sources within

buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads.

Project Area Noise Conditions

The primary off-site noise sources in the project area are motor vehicles (e.g., automobiles, buses, and trucks), particularly along Long Beach Boulevard. Motor vehicle noise is a concern because it is characterized by a high number of individual events that often create sustained noise levels. Ambient noise levels would be expected to be highest during the daytime and rush hour unless congestion slows speeds substantially.

To determine ambient noise levels in the project area, three 10-minute sound level measurements were taken using an Extech ANSI Type II sound level meter during the afternoon peak traffic hour between 5:00 p.m. and 6:00 p.m. on August 29, 2018 (refer to Appendix B for sound measurement data). Measurement locations were selected based on the potential exposure of surrounding noise-sensitive receptors, mainly residences, to noise levels from construction and operation of the proposed project. See Figure 10 for the locations of sound measurements. As shown in Table 15, the ambient noise level at the project site was measured at a range between 57.8 and 69.4 dBA Leq.

Table 15 Sound Level Measurement Results

	Measurement Location	Primary Source of Noise	Approximate Distance to Roadway Centerline (feet)	Sample Time	Leq[10] (dBA)[1]
1	Cedar Avenue, eastern boundary of the site	Vehicles on Long Beach Boulevard	250	5:11 p.m. – 5:21 p.m.	61.8
2	Sunset Street, northern boundary of the site	Vehicles on Long Beach Boulevard	185	5:23 p.m. – 5:33 p.m.	57.8
3	Long Beach Boulevard, western boundary of the site	Vehicles on Long Beach Boulevard	45	5:37 p.m. – 5:47 p.m.	69.4

See Figure 10 for a map of sound level measurement locations. See Appendix B for noise monitoring data.

[1] The equivalent noise level (Leq) is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). For this measurement, the Leq was over a 10-minute period (Leq[10]).

Source: Rincon Consultants, field measurements on August 29, 2018 using ANSI Type II Integrating sound level meter

Figure 10 Sound Level Measurement and Sensitive Receptor Locations

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Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. According to the Noise Element of the Long Beach General Plan (1975c), noise-sensitive land uses include, but are not limited to, residences, schools, hospitals, and libraries.

Noise-sensitive receptors closest to the project site include existing single-family residences abutting the northeast boundary of the site, single-family residences located 35 feet north across Sunset Street, single-family residences located 35 feet east across Cedar Avenue, Dooley Elementary School located 100 feet west across Long Beach Boulevard, and the Del Amo Gardens retirement home located 300 feet southeast of the site (see Figure 10). In addition, the proposed residences would be considered noise-sensitive receptors.

Regulatory Setting

State of California

California Code of Regulations (CCR) Title 24 requires that the interior noise level attributable to exterior noise sources not exceed a CNEL of 45 dBA in any habitable room with windows closed.

City of Long Beach Standards

The City of Long Beach uses the State Noise/Land Use Compatibility Standards, which suggests a desirable exterior noise exposure at 65 dBA Community Noise Equivalent Level (CNEL) for sensitive land uses such as residences. Less sensitive commercial and industrial uses may be compatible with ambient noise levels up to 70 dBA. The City has also adopted a Noise Ordinance (LBMC Chapter 8.80) that sets exterior and interior noise standards.

As outlined in Section 8.80.150 of the LBMC, maximum exterior noise levels are based on land use districts. According to the Noise District Map of the LBMC, the project site and surrounding area is located within District One, which is defined as "predominantly residential uses with other land use types also present" (LBMC Section 8.80.160). Table 16 summarizes the exterior and interior noise limits for District One while Table 17 summarizes interior noise limits based on general land uses.

Table 16 Exterior Noise Limits

Time Period	Noise Level (dbA)[1]
10:00 p.m. to 7:00 a.m.	45
7:00 a.m. to 10:00 p.m.	50

[1] Cannot be exceeded more than 30 minutes cumulatively in an hour.

Source: LBMC Section 8.80.160

Table 17 Interior Noise Limits

Receiving Land Use	Source Land Use	Time Period	Noise Level (dBA)[1]
All	Residential	10:00 p.m. to 7:00 a.m. 7:00 a.m. to 10:00 p.m.	35 45
All	School	7:00 a.m. to 10:00 p.m. (while school is in session)	45
Hospital, designated quite zones and noise sensitive zones		Anytime	40

[1] Cannot be exceeded by more than five minutes cumulatively in an hour.

Source: LBMC Section 8.80.170

Sections 8.80.202A through 80.202C of the LBMC specifies that no person shall operate tools or equipment used for construction activities or any other related building activity between the hours of 7:00 p.m. and 7:00 a.m. on weekdays and federal holidays; between the hours of 7:00 p.m. on Friday and 9:00 a.m. on Saturday and after 6:00 p.m. on Saturday; or at any time on Sunday.

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Although CEQA does not require analysis of potential impacts of the environment on the proposed project, the following impact analysis of the ambient noise environment on future residents at the project is provided for informational purposes to disclose existing noise conditions in the project site vicinity. The proposed project's construction and operational noise impacts on adjacent off-site noise-sensitive receptors are discussed below.

The predominant source of noise on the project site is traffic along Long Beach Boulevard. The proposed townhome development would be a noise-sensitive receptor to ambient noise. Existing ambient sound levels were measured during a site visit on August 29, 2018 (see Table 15 for measurement results and Figure 10 for sound measurement locations in the site vicinity). As shown in Table 15, the ambient noise level at the project site is 69.4 dBA Leq. As shown in Table 18 below , the modeled existing ambient noise level in the project area is approximately 71 CNEL.

According to the City's land use compatibility standards, 65 CNEL is acceptable for residential development. Therefore, assuming a noise exposure level up to 71 CNEL, the proposed townhomes would be exposed to noise levels in excess of 65 CNEL. According to project plans, the proposed townhomes would include patio areas along Long Beach Boulevard. Although traffic noise levels at proposed patios areas would be a potential annoyance for project tenants, passing vehicles would generate an intermittent noise source and tenants would have the option of retiring indoors. Therefore, exterior noise levels at the project site would be less than significant. Furthermore, the manner in which buildings in California are constructed typically provides a reduction of exterior-to-interior noise levels of up to 25 dBA with closed windows (FTA 2018). Based on an exterior noise level up to 71 CNEL, interior noise at would be approximately 46 CNEL and in marginal excess of the CCR Title 24 interior noise standard of 45 CNEL. Mitigation Measure NOI-1 would require the provision of forced-air mechanical ventilation to enable the retention of adequate air quality with closed windows for new residents. In addition, installation of Sound Transmission Class (STC) 30-

rated[2] exterior wall assemblies would be required to reduce interior noise in habitable rooms for compliance with CCR Title 24 such that the interior noise levels do not exceed a CNEL of 45 dBA.

Overall, as a residential project, implementation of the proposed project would not generate noise sources that would substantially increase ambient noise levels in the project site vicinity (see discussion under Checklist Item *c.* of this section) and expose future on-site, noise-sensitive residents to new and unusual noise. Nonetheless, the exposure of future on-site residents to ambient noise is an analysis of potential impacts of the environment on the project. Therefore, it is not an impact under CEQA and is only discussed in this section for informational purposes. Impacts would be less than significant.

The proposed project would introduce 38 new townhomes to the project area. Existing noise-sensitive uses near the project site may be subject to both on-site residential noise sources and off-site traffic noise associated with operation of the proposed project. The following discussion addresses each noise source separately.

On-site Operational Noise

The primary on-site noise sources associated with operation of the proposed project would include vehicle circulation noise (e.g., engine startups, alarms, parking) associated with the on-site roads; heating, ventilation, and air conditioning (HVAC) equipment at proposed townhome buildings; outdoor recreational noise at common and private open space areas; and use of landscaping equipment. However, the project site is located along Long Beach Boulevard and is surrounded by single-family residences, Dooley Elementary School, and commercial uses. Therefore, the project site vicinity is already exposed to typical vehicle circulation noise, HVAC noise, recreational noise, and landscape equipment noise associated with existing uses in the project vicinity. Operation of the proposed townhomes would not generate sources of noise that are new to the existing surrounding area. In addition, the primary off-site noise sources in the project area are motor vehicles (e.g., automobiles, buses, and trucks) along Long Beach Boulevard. Given that motor vehicle noise is characterized by a high number of individual events that often create sustained noise levels, operational noise of the proposed townhomes would not generate a perceptible increase in noise above existing ambient noise. Furthermore, the proposed project would also be subject to the City's noise standards for residential uses, as shown in Table 16 and Table 17.

Overall, the proposed project would not introduce unusual noise sources new to the project area and all noise generated by the project would be subject to the City's Noise Ordinance standards. On-site operational noise would be less than significant.

Off-site Traffic Noise

The dominant source of noise in the project area is traffic on nearby roadways, particularly Long Beach Boulevard. The proposed project would generate new vehicle trips and increase traffic on area roadways. As discussed in Section 17, *Transportation and Traffic*, full buildout of the proposed project would generate approximately 221 daily trips, including 17 a.m. peak hour trips and 20 p.m. peak hour trips. Access to the project site would be provided via Sunset Street and Cedar Avenue. However, as the nearest arterial street abutting the project site, Long Beach Boulevard would receive the bulk of project-generated vehicle trips. To assess the effect of new vehicle trips on

[2] Exterior materials with an STC 30 rating would reduce exterior noise at a 500 Hz frequency by approximately 30 dBA in the interior environment. This STC rating is calculated for specific materials in a laboratory setting by measuring sound transmission loss in 1/3 octave increments between 125 Hz and 4,000 Hz. Although STC 30-rated materials would not perform equally at all frequencies of ambient noise, they would reduce overall exterior noise of up to 71 CNEL by about 30 dBA.

roadway noise, Long Beach Boulevard was modeled under Existing and Existing plus Project conditions. Based on the City's most recent available 24-hour traffic counts, Long Beach Boulevard between Del Amo Boulevard and Market Street had an average daily trip (ADT) count of 24,500 in 2014 (City of Long Beach 2014).

Traffic noise associated with existing and future traffic was estimated using the United States Department of Housing and Urban Development (HUD) Day/Night Noise Level (DNL) Calculator (HUD 2018). Traffic noise model data is provided in Appendix B. As shown in Table 18, model calculations indicate an existing noise level of approximately 71 dBA CNEL along Long Beach Boulevard. The California Department of Transportation (Caltrans) indicates that modeled noise is generally reflective of measured vehicle noise if modeled noise is within 3 dBA of the peak-hour measurement (Caltrans 2013). Since modeled results are within 3 dBA of measured noise levels taken during peak traffic hour (see Table 15), the HUD DNL Calculator appropriately reflects existing traffic noise.

Table 18 also compares existing and existing plus project-generated traffic noise. Since the City does not have a threshold for transportation noise, this analysis uses recommendations in the FTA's *Transit Noise and Vibration Impact Assessment Manual* (2018) as guidance to determine whether or not a change in traffic would result in a substantial permanent increase in roadway noise. Using the FTA criteria, a significant noise exposure increase is 1 dBA CNEL where the existing ambient noise level is between 70 and 75 dBA CNEL (FTA 2018). As shown in Table 18, the addition of 221 project-generated daily trips would not generate a measurable increase of traffic noise. Therefore, the project's impact on traffic noise would be less than significant.

Table 18 Comparison of Existing and Existing plus Project Traffic Noise

	Noise Level (dBA, CNEL)				
Roadway Segment	Existing [1]	Existing Plus Project [2]	Change in Noise Level [2] – [1]	Significance Threshold[1] (dBA, CNEL)	Significant
Long Beach Boulevard between Del Amo Boulevard and Market Street	71	71	+0	1	No

Source: City of Long Beach Public Works 2014. See Appendix B for HUD DNL Calculator results. Results are rounded to the nearest whole number.

Temporary noise levels caused by construction activity would be a function of the noise generated by construction equipment, the location and sensitivity of nearby land uses, and the timing and duration of noise-generating activities. Construction noise was estimated using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) Version 1.1. The construction equipment included in RCNM are based on standard equipment assumptions for construction of the proposed project from CalEEMod (see Section 3, *Air Quality,* and Appendix A). To determine construction noise impacts, noise was modeled at the nearest noise-sensitive receptors, consisting of single-family residences abutting the northeast boundary of the site, single-family residences located 35 feet north across Sunset Street, single-family residences located 35 feet east across Cedar Avenue, Dooley Elementary School located 100 feet across Long Beach Boulevard, and the Del Amo Gardens retirement home located 300 feet southeast of the site.

As with the ground-borne vibration modeling, modeled construction noise assumes that on-site construction activities would occur, on average, 50 feet from the project site boundary in order to provide an overall estimate of average hourly construction noise. Therefore, modeled distances

between construction activity and off-site noise-sensitive receptors were 50 feet for adjacent single-family residences, 85 feet for single-family residences across Sunset Street and Cedar Avenue, 150 feet for Dooley Elementary School, and 350 feet for the Del Amo Gardens retirement home. Table 19 presents the equipment assumed to be used during each construction phase, as well as the average hourly noise levels (dBA, Leq) at distances of 50 feet, 85 feet, 150 feet, and 350 feet from the source. Construction noise estimates are based on the assumption that multiple pieces of construction equipment would operate simultaneously, and do not account for the presence of intervening structures or topography, which could reduce noise at receptor locations. Therefore, the noise levels presented in Table 19 represent a reasonably conservative estimate of actual construction noise.

Table 19 Construction Noise Levels by Phase

		Approximate Leq, dBA			
Construction Phase	**Equipment**	**50 Feet[1]**	**85 Feet[2]**	**150 Feet[3]**	**350 Feet[4]**
Demolition	Concrete Industrial Saw, Dozer, Tractor (3)	87	83	78	70
Site Preparation and Grading	Grader, Tractor, Dozer	85	80	75	68
Building Construction	Generator Set, Crane, Forklift, Tractor, Welders (3)	86	81	76	69
Paving	Cement and Mortar Mixer, Paver, Roller, Tractor, Paving Equipment	86	81	76	69
Architectural Coating	Air Compressor	74	69	64	57

See Appendix B for RCNM data sheets and assumptions.

[1] Modeled distance for adjacent single-family residences.

[2] Modeled distance for single-family residences across Sunset Street and Cedar Avenue.

[3] Modeled distance for Dooley Elementary School across Long Beach Boulevard.

[4] Modeled distance for Del Amo Gardens southeast of the site.

The City does not have specific quantitative noise standards or limits related to construction noise. As shown in Table 15, the ambient noise level at the project site was measured at a range between 57.8 and 69.4 dBA Leq. As shown in Table 19, construction would generate noise levels of up to an estimated 87 dBA Leq during construction of the project at the nearest noise-sensitive receptor. Although construction would generate temporary noise levels in excess of ambient noise levels in the project vicinity, construction noise would cease after the completion of the proposed project. In addition, Sections 8.80.202A through 80.202C of the LBMC prohibits construction activities between the hours of 7:00 p.m. and 7:00 a.m. on weekdays and Federal holidays, between the hours of 7:00 p.m. on Friday and 9:00 a.m. on Saturday and after 6:00 p.m. on Saturday, and any time on Sunday). Compliance with the LBMC would limit construction hours so that construction noise does not occur during nighttime sleep hours and disturb noise sensitive residential receptors. In addition, the proposed project would implement Mitigation Measure NOI-2 during construction. Temporary construction noise would be less than significant.

Mitigation Measures

NOI-1 Sound Insulation

The applicant shall install exterior building materials with sufficient Sound Transmission Class (STC) ratings to reduce interior noise levels in habitable rooms of all residential units with direct exposure to Long Beach Boulevard to below 45 CNEL, as required by CCR Title 24. All residential windows, exterior doors, and exterior wall assemblies that face Long Beach Boulevard shall meet an STC 30 rating to ensure the adequate attenuation of noise at a range of frequencies. The provision of forced-air mechanical ventilation, enabling new residents to retain adequate air quality with windows closed, and the installation of STC 30-rated residential windows, exterior doors, and exterior wall assemblies would substantially reduce interior noise in habitable rooms. Prior to approval of the development, the applicant shall demonstrate to the Department of Development Services how construction of the proposed residential units and chosen building materials will achieve an interior noise level of 45 CNEL.

NOI-2 Construction Noise

Prior to Grading Permit issuance, the project applicant shall demonstrate, to the satisfaction of the City of Long Beach City Engineer that the project complies with the following:

- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.
- Property owners and occupants located within 200 feet of the project boundary shall be sent a notice regarding the construction schedule of the proposed project, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall be posted at the project construction site. All notices and signs shall be reviewed and approved by the City of Long Beach Development Services Department, prior to mailing or posting, and shall indicate the dates and duration of construction activities, as well as provide a contact name and telephone number where residents can inquire about the construction process and register complaints.
- Prior to issuance of any Grading or Building Permit, the Contractor shall provide evidence that a construction staff member will be designated as a Noise Disturbance Coordinator and will be present on-site during construction activities. The Noise Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Public Works Department. All notices that are sent to residential units immediately surrounding the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.
- Prior to issuance of any Grading or Building Permit, the Project Applicant shall demonstrate to the satisfaction of the City Engineer that construction noise reduction methods shall be used where feasible. These reduction methods include shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools. Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.), to the extent feasible.

- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- Construction activities shall not take place outside of the allowable hours specified by the City's Municipal Code Section 8.80.202, Construction Activity (7:00 a.m. to 7:00 p.m. on weekdays and 9:00 a.m. to 6:00 p.m. on Saturdays; construction activities are not permitted on Sundays or legal holidays).

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Construction activity associated with the project would create groundborne vibration. Operation of the proposed project would not generate significant ground-borne vibration as residences would not require the use of heavy industrial machinery. Therefore, this analysis considers vibration impacts only from project construction. To determine ground-borne vibration impacts, vibration was modeled at the nearest sensitive receptors, consisting of single-family residences abutting the northeast boundary of the site, single-family residences located 35 feet north across Sunset Street, single-family residences located 35 feet east across Cedar Avenue, Dooley Elementary School located 100 feet west across Long Beach Boulevard, and the Del Amo Gardens retirement home located 300 feet southeast of the site.

Construction activity would not operate exclusively along the project boundary of the site. Rather, stationary construction activity would occur at various locations on the project site and mobile construction equipment would operate throughout the site. To provide an overall estimate of construction vibration levels, modeled construction vibration assumes that on-site construction activities would occur, on average, 50 feet from the project site boundaries; therefore, modeled distances between construction activity and off-site noise-sensitive receptors were 50 feet for adjacent single-family residences, 85 feet for single-family residences across Sunset Street and Cedar Avenue, 150 feet for Dooley Elementary School, and 350 feet for the Del Amo Gardens retirement home. Vibration levels were calculated at these sensitive receptors using the VdB of the highest impact pieces of equipment that would be used during project construction, which are the roller and dozer. Table 20 lists ground-borne vibration levels from a roller and dozer at 50 feet, 85 feet, 150 feet, and 350 feet from the source.

Table 20 Vibration Levels for Construction Equipment

	Approximate VdB			
Equipment	**50 Feet[1]**	**85 Feet[2]**	**150 Feet[3]**	**350 Feet[4]**
Roller	85	78	71	60
Dozer	78	71	64	53

See Appendix B for vibration modeling data sheets.

[1] Modeled distance for adjacent single-family residences.

[2] Modeled distance for single-family residences across Sunset Street and Cedar Avenue.

[3] Modeled distance for Dooley Elementary School across Long Beach Boulevard.

[4] Modeled distance for Del Amo Gardens southeast of the site.

As shown in Table 20, operation of a loaded truck, dozer, and roller would generate peak vibration levels of approximately 85 VdB at the nearest noise-sensitive receptors. Although vibration would exceed 75 VdB (the threshold between barely perceptible and distinctly perceptible) such events would be intermittent and relatively short in duration. According to Sections 8.80.202A through 80.202C of the LBMC, construction activities are prohibited between the hours of 7:00 p.m. and 7:00 a.m. on weekdays and Federal holidays, between the hours of 7:00 p.m. on Friday and 9:00 a.m. on Saturday and after 6:00 p.m. on Saturday, and any time on Sunday. Compliance with the City's permitted hours of construction would prohibit construction vibration during nighttime sleep hours. Furthermore, according to FTA vibration levels, ground-borne vibration would not reach levels that could cause damage (100 VdB) to structures in the vicinity of the project site. Therefore, impacts from vibration would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. For a project located within the vicinity of a private airstrip or 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?

As discussed in Section 9, *Hazards and Hazardous Materials*, the nearest aircraft facility to the project site is the Long Beach Airport approximately 5 miles southeast of the project site. According to the County of Los Angeles Airport Land Use Commission (ALUC), the project site is outside the noise contours of the airport (ALUC 2003). Although the project site would potentially be subject to occasional aircraft overflight noise, such occurrences would be intermittent and temporary. In addition, there are no private airstrips in the vicinity of the project site. Therefore, the project would not result in noise impacts related to airports for people residing or working at the project site and its vicinity. Impacts would not occur.

NO IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	■	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	■	☐

a. Would the project induce substantial unplanned 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)?

According to the California Department of Finance (DOF), the City of Long Beach has an estimated population of 475,013 with an average household size of 2.82 persons (DOF 2019). The Southern California Association of Governments (SCAG) estimates a population increase to 484,500 by 2040 which is an increase of approximately two percent or 9,487 persons (SCAG 2016). Development of 38 new townhomes would increase the existing population by approximately 108 residents (approximately 0.02 percent) to 475,121, which would be within SCAG's 2040 population forecast (SCAG 2016). In addition, SCAG's estimate for existing households in 2012 is 163,800. SCAG estimates a housing increase to 175,500 by 2040, which is an increase of approximately seven percent, or 11,700 housing units (SCAG 2016). Construction of the proposed 38 housing units would represent approximately 0.1 of the projected housing stock increase, which would not exceed SCAG's 2040 housing units forecast. Therefore, the proposed project would not cause a substantial increase in population or induce unplanned population growth. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project site is occupied by vacant parcels and a single-family residence; however, demolition of the existing residence would not result in the displacement of a substantial number of existing housing or people. Additionally, the project would not necessitate the construction of replacement housing elsewhere, as 38 townhomes would be developed on the project site. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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15 Public Services

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:				
	1 Fire protection?	☐	☐	■	☐
	2 Police protection?	☐	☐	■	☐
	3 Schools?	☐	☐	■	☐
	4 Parks?	☐	☐	■	☐
	5 Other public facilities?	☐	☐	■	☐

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Fire protection is provided by the Long Beach Fire Department (LBFD). The nearest fire station to the project site is LBFD Station No. 11 located at 160 East Market Street, approximately 0.5 mile north. As identified in Chapter 18.48 of the LBMC, the City of Long Beach has adopted the California Fire Code (2019 edition). The Fire Code contains regulations related to construction, maintenance and design of buildings and land uses. The proposed project would be required to adhere to all Fire Code requirements.

The proposed project would involve construction of 38 residential townhomes in an urbanized area. The proposed project would increase development intensity on the project site, which would incrementally increase demand for fire protection services. However, the proposed project is an infill development within the existing service area of the LBFD. Additionally, the project site is not located in a Fire Hazard Severity Zone and thus would not be exposed to an increased risk of wildfires (CalFire 2007). Based on verbal communication with the LBFD Fire Prevention Division, LBFD has adequate capabilities to serve the proposed project (LBFD 2018). The proposed project would not place an unanticipated burden on fire protection services and would therefore not affect

response times or service ratios such that new or expanded fire facilities would be needed. Additionally, the LBFD would be required to sign off on project activities prior to implementation of the portions project that are in their respective jurisdictions. Therefore, the project would not create the need for new or expanded fire protection facilities. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Police protection services in Long Beach are provided by the Long Beach Police Department (LBPD). LBPD consists of approximately 800 sworn police officers and total staffing of over 1,200 employees (LBPD 2018). Based on a current total population of 475,013 (DOF 2019), the current officer to population ratio is 2.5 sworn officers per 1,000 residents. The Patrol Bureau includes one specialized Field Support Division and three geographical divisions: North, East and West. The project site is served by the LBPD North Division Station, located at 4891 Atlantic Avenue, approximately 0.7 miles southeast of the project site. The proposed project would add an estimated 108 new residents to the City population. Based on verbal communication with LBPD Crime Prevention Division, the LBPD would have adequate capabilities to serve the proposed project (LBPD 2018). The proposed project would not cause substantially delayed response times, degraded service ratios or necessitate construction of new facilities, due to the relatively small size of the development and the location in an already developed and well served area. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The project site is served by Long Beach Unified School District (LBUSD). LBUSD operates 85 facilities serving grade levels pre-K through high school and has a current enrollment of 72,000 students (LBUSD 2018a). Schools serving the project sites include Dooley Elementary School, located at 5075 Long Beach Boulevard, which serves grades K through 5th, Perry Lindsey Middle School, located at 5075 Daisy Avenue, which serves grades 6th through 8th, and Jordan High School, located at 6500 Atlantic Avenue, which serves grades 9th through 12th (LBUSD 2018b).

The proposed project would involve the construction of 38 new townhomes. A conservative assumption of one student per household was used to determine that the proposed project would generate approximately 38 additional students that would attend the schools within the LBUSD. Based on verbal and written communication with LBUSD Facilities Development & Planning Department, LBUSD has adequate capabilities to serve the proposed project (LBUSD 2018c). As shown in Table 21 below, enrollment for the schools serving the project site is below capacity. Therefore, the incremental increase in the number of students generated by the proposed project would not result in the need for new or physically altered school facilities as sufficient capacity is available.

Table 21 Enrollment and Capacity at School Serving the Project Site

School	Enrollment	Capacity
Dooley Elementary School	903	956
Perry Lindsey Middle School	769	1,002
Jordan High School	2,449	4,038

Source: LBUSD Facilities Development & Planning Department 2018

In accordance with State law, the applicant would be required to pay school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, payment of development fees is considered full mitigation for the modified project's impacts under CEQA.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Recreational amenities in the City of Long Beach include 170 parks and 26 community centers, providing more than 3,100 acres of recreational space (Long Beach Department of Parks, Recreation and Marine [DPRM] 2018). Based on a population of 475,013 residents, the City's current parkland ratio is approximately 6.5 parkland acres per 1,000 residents. The desired standard stated in the 1975 Quimby Act is 3 acres of parkland per 1,000 residents. By this guideline standard, the City of Long Beach has an adequate amount of open space on a per population basis. The project site is located approximately 0.5 miles north of Scherer Park, which is a 26-acre park that includes a community center, picnic area, playground, basketball courts, tennis courts, and volleyball courts, and would serve residents associated with the proposed project.

The proposed project would generate an estimated 108 residents and would incrementally increase the demand for usage of existing parks in the City. The proposed project would include 12,735 sf of open space, which would offset some demand on park and recreational facilities in the City. However, since the City is well served by open space on a per population basis, the proposed project would not create unanticipated demand on city parks. Additionally, in accordance with the Quimby Act, the City assesses open space development fees for new residential development. Pursuant to Chapter 18.18 of the LBMC, all residential development is required to pay a park fee prior to the issuance of a certificate of occupancy. This fee is intended to be used for the acquisition, improvement, and expansion of public parks and/or recreational facilities. The proposed project would be subject to park land dedication fees. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Implementation of the proposed project would increase the local population by approximately 108 residents. The proposed project would contribute incrementally toward impacts to City public services and facilities such as storm drain usage (discussed in Section 10, *Hydrology and Water Quality*), public parks, solid waste disposal (discussed in Section 19, *Utilities and Service Systems*), water usage and wastewater disposal (discussed in more detail in Section 19, *Utilities and Service Systems*), and libraries. The project's contribution would be offset through payment of fees that are used to fund storm drain improvements, and school facility expansions, as well as by the project specific features described in the individual resource section analyses described in this Initial Study. Additionally, the proposed project would be served by the Michelle Obama Public Library, located at 5870 Atlantic Ave, approximately 1.5 miles north east of the project site. The Michelle Obama Neighborhood Library opened in September 2016 and includes a 24,655-sf facility with state-of-the-art amenities. The building also has three public community meeting spaces. The new library has expanded resources and programs to serve the community of north Long Beach (Long Beach Public Library 2018). Therefore, increased demand would be nominal, and the addition of the Michelle Obama Library would continue to accommodate the needs of the residents. Overall, impacts to other public facilities would be less than significant.

LESS THAN SIGNIFICANT IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	■	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	■	☐

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

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

As discussed above under Section 15, *Public Services*, recreational amenities in the City of Long Beach include 170 parks and 26 community centers, providing more than 3,100 acres of recreational space (DPRM 2018). Based on a population of 475,013 residents, the City's current parkland ratio is approximately 6.5 parkland acres per 1,000 residents (DOF 2019). The desired standard stated in the 1975 Quimby Act is three acres of parkland per 1,000 residents. By this guideline standard, the City of Long Beach has an adequate amount of open space on a per population basis. The project site is located approximately 0.5 miles north of Scherer Park, which is a 26-acre park that includes a community center, picnic area, playground, basketball courts, tennis courts, and volleyball courts, and would serve residents associated with the proposed project.

The proposed project would generate an estimated 108 residents and would incrementally increase the demand for usage of existing parks in the City. The proposed project would include 12,735 sf of open space, which would offset some demand on park and recreational facilities in the City. Because the City is well served by open space on a per population basis, the proposed project would not create unanticipated demand on city parks or cause substantial deterioration of existing parks such that new park facilities would be needed. Additionally, in accordance with the Quimby Act, the City assesses open space development fees for new residential development. Pursuant to Chapter 18.18 of the LBMC, the project would require a park fee prior to the issuance of a certificate of occupancy. This fee is intended to be used for the acquisition, improvement, and expansion of public parks and/or recreational facilities. The proposed project would be subject to park land dedication fees. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	■	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	■	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	☐	■
d. Result in inadequate emergency access?	☐	☐	☐	■

a. Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Construction of the proposed project would generate traffic for deliveries of equipment and materials to the project site and construction worker traffic. However, construction traffic would be temporary, and the movement of construction equipment would be limited to the project site for most of the construction period. Therefore, construction traffic would not substantially interfere with the City's circulation system.

Operation of the proposed project would generate new vehicle trips on the surrounding circulation system. Trip generation estimates were developed utilizing trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation 9th Edition. According to ITE rates for residential condo/townhouse, the proposed project would generate approximately 221 daily trips, including 17 a.m. peak hour trips and 20 p.m. peak hour trips. Project-generated vehicle trips would incrementally increase existing traffic volumes of the surrounding circulation system.

Access to the project site would be provided via Sunset Street and Cedar Avenue. However, as the nearest arterial street abutting the project site, it is reasonable to assume that Long Beach Boulevard would receive the bulk of project-generated vehicle trips. The City's most recent available 24-hour traffic counts, Long Beach Boulevard (between Del Amo Boulevard and Market Street) had an average daily trip (ADT) count of 24,500 in 2014 (City of Long Beach 2014). Therefore, assuming all daily trips generated by the proposed project occur on Long Beach Boulevard, the addition of 221 daily trip generated by the proposed project would represent an increase of 0.9 percent above existing daily trip conditions. Such an increase would not affect service levels in a manner that would conflict with City plans or policies related to transportation system performance. Impacts would be less than significant.

The proposed project would be limited to site-specific improvements and would not damage the performance or safety of any public transit, bikeway, or pedestrian facilities. Sidewalks are provided along all key roadways in the project site vicinity and pedestrian crosswalks with signalized intersections in the project area. The project includes a 13-foot dedication on Long Beach Boulevard for future street widening. Sidewalk improvements shall be in accordance with Public Works requirements. The project would include an eight-foot dedication along Cedar Avenue, a ten-foot dedication along Home Street, and three-foot dedication along East Sunset Street for future sidewalk widening. Sidewalk improvements shall be constructed in accordance with Public Works requirements. Existing transit lines along Long Beach Boulevard include Long Beach Transit (LBT), Metro, and Orange County Transit Authority. The project would not conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, and would not otherwise substantially reduce the performance or safety of such facilities. Therefore, there would be no impact of the proposed project.

Additionally, the Los Angeles County Congestion Management Program (CMP) requires an analysis of all arterial segments and arterial monitoring intersections on the CMP roadway network where the project adds 50 or more peak hour trips. In addition, the CMP requires evaluation of all mainline freeway-monitoring locations where the project adds 150 or more peak hour trips. The project would generate approximately 15 a.m. peak hour trips and 17 p.m. peak hour trips. Therefore, it would not generate traffic exceeding CMP thresholds or otherwise conflict with the CMP. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)??

CEQA Guidelines Section 15064.3(b) identifies appropriate criteria for evaluating transportation impacts. It states that land use projects with vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact, and that projects that decrease VMT compared to existing conditions should be presumed to have a less than significant transportation impact. Section 15064.3(c) states that the requirement to use these criteria only applies on and after July 1, 2020. The proposed project would be infill development, which generally generates lower VMT than “greenfield” development (new development in rural or agricultural areas on the periphery of communities, or lands otherwise not previously planned for development).

As discussed in Section 11, *Land Use and Planning*, Project entitlements include a Zone Change to CCN (Community R-4-N) to allow for the development of the proposed townhomes. The CCN zone is similar to the Community Auto-Oriented District, but also permits medium density residential development at R-4-N densities.

Development of the proposed project would place high density multi-family residences near commercial uses located to the west and south of the project site, across Long Beach Boulevard. Additionally, the project would be developed within immediately adjacent to a bus stop for LBT Routes 51, 52, 191, and 192 along Long Beach Boulevard and Del Amo Boulevard. CEQA Guidelines Section 15064.3, subdivision (b)(1), states that, “Generally, projects within one-half mile of either an

existing major transit stop[3] or a stop along an existing high-quality transit corridor[4] should be presumed to cause a less than significant transportation impact." LBT Routes 51 and 52 run approximately every 12 to 13 minutes during peak hours and have terminals at Metro's Artesia Station and at Long Beach Boulevard and 1st Street in Downtown Long Beach (LBT 2020a). LBT Routes 191 and 192 run approximately every 12 to 15 minutes during peak hours and have stops at the Metro Blue Line Station in downtown, the Blue Line Del Amo Station, Los Cerritos Center, and Artesia Highschool (LBT 2020b). Therefore, the bus stops along Long Beach Boulevard within a half-mile of the project site meet the definition of a major transit stop and Long Beach Boulevard meets the definition of a high-quality transit corridor pursuant to Public Resources Code § 21064.3 and § 21155. The project site is also approximately one mile from the Metro Blue Line Del Amo Station. The proposed project would therefore reduce VMT by developing high-density residential uses in walking distance to commercial uses and employment opportunities, and near major public transit options. For these reasons, the proposed project would not conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and there would be no impact.

NO IMPACT

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

No roads would be permanently closed as a result of construction or operation of the proposed project. During operation of the project, each of the proposed residences would have an individual access driveway leading to an internal driveway located off Sunset Street and Cedar Avenue. The proposed project would not result in inadequate emergency access or introduce any design features or incompatible uses, such as sharp curves or dangerous intersections, that would substantially increase hazards at the site and no impact would occur.

NO IMPACT

d. Would the project result in inadequate emergency access?

The proposed project would not result in inadequate emergency access because it would be subject to the Long Beach County Fire Department review and acceptance of site plans, and structures prior to occupancy to confirm that required fire protection safety features, including adequate driveway access to buildings and adequate emergency access, are implemented. Consequently, there would be no impact.

NO IMPACT

[3] Public Resources Code, § 21064.3 states that "'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."

[4] Public Resources Code, § 21155 states that "a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours."

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	■	☐	☐
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.	☐	■	☐	☐

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
2. 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 these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is 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?

Tribal cultural resources are defined in Public Resources Code Section 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources
- Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1

As part of the process of identifying cultural resources in or near the project site, the City sent letters inviting tribes to consult with the City on August 21, 2018. The City requested a response within 30 days of receipt as specified by AB 52. The City received a request for consultation from the Gabrieleño Band of Mission Indians on August 30, 2018. Consultation was held on November 1, 2018.

As discussed in Section 5, *Cultural Resources*, the project site is currently disturbed. There is no evidence that archaeological resources are present onsite. Although it is not anticipated that intact tribal cultural resources are present in the project site, there is the potential for the recovery of buried cultural materials during project construction activities. Mitigation measures CR-1, CR-2, and GEO-1 would address the potentially significant impacts relating to the unanticipated discovery of archeological or paleontological resources and human remains during project construction.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	■	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	■	☐
c. 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?	☐	☐	■	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	■	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	■	☐

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Water

The Long Beach Water Department (LBWD) primarily relies upon groundwater extracted locally from the Central Basin to meet customer water demands. Additionally, LBWD purchases imported water from Metropolitan Water District (MWD) to make up the difference between demand and groundwater supplies. LBWD also provides recycled water to an increasing number of customers to

replace the use of potable water (LBWD 2015). The City of Long Beach's 2015 Urban Water Management Plan (UWMP) reports total citywide water demand for 2015 at 55,206 acre feet. This is projected to increase by 3,900 acre feet (or 7.1 percent) to 59,106 acre feet in 2040. According to the Long Beach UWMP, the City expects to meet project demand needs for the next 25 years (LBWD 2015).

The proposed project would demand an estimated 0.30 million gallons (0.92 acre-feet [AFY]) of water per year according to CalEEMod estimates (see Appendix A). Project water demand would represent approximately 0.02 percent of the projected increase in water demand of 3,900 AFY for 2040. Therefore, the proposed project's projected water demand is within forecasted water supply and would not require the construction of new water supply facilities, or expansion of existing facilities. Impacts would be less than significant.

Wastewater

A majority of the City's wastewater is delivered to the Joint Water Pollution Control Plant (JWPCP) of the Los Angeles County Sanitation Districts (LACSD). The remaining portion is delivered to the Long Beach Water Reclamation Plant (LBWRP) of the LACSD. The JWPCP provides advanced primary and partial secondary treatment for 260 million gallons of wastewater per day (MGD), with a permitted capacity for 400 MGD of wastewater (LACSD 2018a), resulting in an available capacity of 140 MGD. The LBWRP provides primary, secondary, and tertiary treatment for 25 MGD of wastewater (LACSD 2018b).

The proposed project would create demand for an estimated 300,000 gallons of water per year according to CalEEMod estimates (see Appendix A). Assuming that 100 percent of this water use would be treated as wastewater, 300,000 gallons per year (821.9 gallons per day or 0.0008 MGD) represents less than 0.001 percent of the remaining daily capacity of 140 MGD of wastewater at the JWPCP. The proposed project would not require the construction of new treatment facilities because the JWPCP would have adequate capacity to treat the wastewater produced by the proposed project. Impacts would be less than significant.

Stormwater Drainage

As discussed in Section 10, *Hydrology and Water Quality*, the proposed project would comply with current NPDES and Los Angeles County MS4 permit regulations pertaining to the retention of erosion and detention of site runoff into storm drains and receiving waters, including storm water Low Impact Development (LID) Best Management Practices (BMPs). Additionally, the Chapter 18.74 of the LBMC regulates the implementation of the LIDs and BMPs for projects in the City. Compliance with these requirements would reduce potential impacts to local stormwater drainage facilities to a less than significant level.

Electric Power, Natural Gas, Telecommunications

The project site is located in a developed area of the City of Long Beach, which has existing infrastructure for electric power, natural gas, and telecommunications services. The proposed project would be infill development consistent with long-range plans for the area (see Section 11, *Land Use and Planning*). The proposed project would not cause substantial unplanned population growth (see Section 14, *Population and Housing*), and would not result in wasteful or inefficient use or energy (see Section 6, *Energy*). Nor would the project require or result in the construction of new electric power, natural gas, or telecommunication facilities or expansion of existing facilities. As

such, although the proposed project would create an incremental increase in demand on these facilities, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

As shown in Table 22, LBWD projects that water supplies will be sufficient to meet all demands through the year 2040 during normal, single dry year, and multiple dry year hydrologic conditions. Although historical precedent has consistently proven that water demands decrease in dry years due to voluntary and mandatory water use restrictions and a general increase in public awareness of the need for water conservation, the 2015 UWMP takes a conservative approach to planning by assuming that water demand will remain steady rather than decrease during dry years. LBWD supplies are projected to significantly exceed demands through 2040 even in future dry years if customers do not reduce their demand as they have done in recent droughts (LBWD 2015).

Table 22 Water Supply and Demand in Single and Multiple Dry Years (AF)

Year-Type	2020	2025	2030	2035	2040
Normal Year					
Total Supplies	77,291	77,791	78,291	78,791	79,291
Total Demands	63,643	63,410	63,454	63,609	64,137
Surplus	13,648	14,381	14,836	15,182	15,154
Single Dry Year					
Total Supplies	77,291	77,791	78,291	78,791	79,291
Total Demands	63,643	63,410	63,454	63,609	64,137
Surplus	13,648	14,381	14,836	15,182	15,154
Multiple Dry Year 1st, 2nd, and 3rd Year Supply					
Total Supplies	77,291	77,791	78,291	78,791	79,291
Total Demands	63,643	63,410	63,454	63,609	64,137
Surplus	13,648	14,381	14,836	15,182	15,154

Units in acre-feet (AF)
Source: LBWD 2015

The proposed project would demand an estimated 0.30 million gallons (0.92 acre-feet [AFY]) of water per year according to CalEEMod estimations (see Appendix A). The proposed project would represent less than 0.01 percent of the 15,154 AF surplus of water supply during normal, single, and multiple dry year conditions for year 2040. Because sufficient water is available to serve the project during normal, single, and multiple dry year conditions, new sources of water supply would be not required to meet project water needs. The impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. 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?

As discussed above, the proposed project would create demand for an estimated 1.6 million gallons of water per year according to CalEEMod estimations (see Appendix A). Assuming that 100 percent of this water use would be treated as wastewater, 300,000 gallons per year (821.9 gallons per day or 0.0008 MGD) represents less than 0.001 percent of the remaining daily capacity of 140 MGD of wastewater at the JWPCP. The proposed project would not require the construction of new treatment facilities as the JWPCP would have adequate capacity to treat the wastewater produced by the proposed project. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The Long Beach Environmental Services Bureau and private permitted waste haulers provide solid waste service for the City. Waste generated from the project site would be disposed at various facilities based on the contract made between a permitted waste hauler and the building occupant. One such facility is the Republic Services Bel Art Transfer station located approximately three miles north of the project site. Additionally, as reported in the County of Los Angeles 2016 Countywide Integrated Waste Management Plan, 47 percent of the waste received at the Southeast Resource Recovery Facility is generated by the City of Long Beach (County of Los Angeles Department of Public Works [DPW] 2017). Materials leaving transfer stations could be transported to a variety of destinations. Savage Canyon (Class III) Landfill is the nearest to the project site, although this would not necessarily be the landfill accepting materials generated by the project site, as that would be determined in part by a contract with a waste hauler. The Savage Canyon landfill is located approximately 19 miles north east of the project site. The landfill has a 350 tons per day maximum permitted throughput capacity and receives approximately 293 tons per day. Additionally, the landfill has a remaining capacity of 4.89 million tons and an estimated remaining life of 39 years (DPW 2017).

According to CalEEMod (see Appendix A), the proposed project would generate about 10.49 tons of waste per year (0.03 tons of solid waste per day). This estimate is conservative since it does not factor in any recycling or waste diversion programs. The 0.03 tons of solid waste generated by the project would be approximately 0.05 percent of the available daily capacity of 57 tons at the Savage Canyon landfill. The proposed project would comply with federal, State, and local statutes and regulations related to solid waste and recycling, such as AB 939 and SB 1383, through participation in existing City waste diversion programs. Impacts related to solid waste and waste facilities would be less than significant.

LESS THAN SIGNIFICANT IMPACT

20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	■
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	■
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	■

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

The project site is located in an urban area of the City of Long Beach. Undeveloped wildland areas are not located in proximity to the project site. According CalFire the project site is not located in a "Fire Hazard Severity Zone" or "Very High Hazard Severity Zone" for wildland fires (CalFire 2007). Therefore, the project site is not located near a state responsibility area or classified as having a high fire hazard.

As discussed in Section 15, *Public Services*, the LBFD provides fire prevention, fire protection, and emergency response for the project site and the surrounding Long Beach area. According to the City's General Plan Public Safety Element, the Department of Emergency Preparedness has prepared and adopted citywide emergency procedures (City of Long Beach 1975b). In order to comply with these procedures, all development including the proposed project, in the City of Long Beach would consider existing emergency routes, response procedures and action plans. Construction of the

proposed project would maintain emergency access to the site and on area roadways and would not interfere with an emergency response plan or evacuation route as described in the Public Safety Element of the City's General Plan. No impact would occur.

NO IMPACT

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Long Beach is located directly east of the Palos Verdes Peninsula, and has a mostly south facing coastline along the Pacific Ocean. The city is largely characterized by flat topography with the Palos Verdes hills to the west that generally block strong west to east wind patterns. Prevailing winds in the city and at the project site are influenced mainly by hilly terrain to the west and the coastline to the south, resulting in wind mostly from the west from February through November and from the north from November through January. The project site and surrounding area is not at risk to high windspeeds or slopes that may exacerbate wildfire risk.

There are no streams or rivers located on or adjacent to the project site, and the project site and surrounding areas are not at high risk of downslope or downstream flooding or landslides. The project site is located in an urbanized area and is not located in a high fire hazard severity zone (CalFire 2007). Therefore, wildfire risks would not be exacerbated and risks to people or structures due to runoff, post-fire slope instability, or drainage changes would not occur. Residents and visitors of the project site would not be exposed to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact would occur.

NO IMPACT

c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The project site is located in an urbanized area and is not located in or near a state responsibility area or land classified as a very high fire hazard severity zone (CalFire 2007). The project includes the development of 38 townhomes and would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk. The project site would be adequately served by existing facilities and utilities. Therefore, the proposed project would not require additional roads, fuel breaks, emergency water sources, power lines or other utilities that would exacerbate fire risk and no temporary or ongoing impacts to the environment would occur.

NO IMPACT

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	■	☐	☐
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	■	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

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

As discussed in Section 4, *Biological Resources*, the project area does not include any mapped essential habitat connectivity areas in the immediate vicinity of the project site. In addition, regional wildlife movement is restricted given the built-out nature of the project area surroundings, and no native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites exist on the project site. However, the project site currently has existing trees that would be removed for project construction, which may contain nesting or breeding birds. Therefore, implementation of mitigation measure BIO-1 would require nesting bird

surveys to be completed prior to construction activities and, therefore, would reduce potential impacts to a less than significant level.

Furthermore, as discussed in Section 5, *Cultural Resources*, Section 7, *Geology and Soils*, and Section 18, *Tribal Cultural Resources*, the proposed project would have a less than significant impact on unanticipated cultural resources, paleontological resources, and tribal cultural resources with implementation of mitigation measures CR-1, CR-2 and GEO-1, respectively, which would require adherence to existing local, State and federal regulations and specific monitoring procedures related to the discovery of any unanticipated cultural resources, paleontological resources, tribal cultural resources, and human remains during construction activity.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

As concluded in Sections 1 through 20, the project would have no impact, a less than significant impact, or a less than significant impact with mitigation incorporated, with respect to all environmental issues considered in this document. Within a 1.5-mile radius of site, there are seven planned and pending projects as shown in Table 23.

Table 23 Cumulative Projects List

Project No.	Project Location[1]	Land Use	Description[2]
1	4800 Long Beach Blvd.	Multi-Family Residential	18 three-story townhomes
2	5721 Lime Ave.	Multi-Family Residential	14 new residential units with 1 very low-income unit
3	6151 Atlantic Ave	Commercial	
4	3849 Atlantic Ave.	Commercial	5,000 sf retail building
5	4251 Long Beach Blvd.	Commercial	8,559 sf commercial shell building
6	4747 Daisy Ave.	Multi-Family Residential	131 single-family residential units
7	4000 Vrai Oro Ave.	Industrial	517,037 sf distribution center/warehouse

[1,2]Cumulative project details were sourced from the City of Long Beach in March 2020

sf = square feet

The planned projects closest to the project site are the multifamily residential project at 4800 Long Beach Boulevard, approximately 0.31 miles south of the site, and the single-family residential subdivision located at 4747 Daisy Avenue approximately a mile to the southwest of the project site. Cumulative impacts of several resource areas have been addressed in the individual resource sections, including Air Quality, Greenhouse Gases, Noise and Transportation. As discussed in Sections 1, *Air Quality*, the proposed project would result in less than significant impacts with respect to air quality emissions with incorporation of mitigation. As discussed in Sections 8, *Greenhouse Gas Emissions*, the proposed project would result in less than significant impacts with respect to greenhouse gas emissions. Therefore, the project would not contribute to cumulative impacts related to these issues. The noise and traffic analyses (see Sections 13 and 17, respectively) both consider increases in transportation noise under Existing plus Project conditions. As discussed

in Sections 13, *Noise*, the proposed project would result in less than significant impacts with incorporation of mitigation measures. Section 17, *Transportation*, concluded that impacts would be less than significant. Some of the other resource areas (agricultural and mineral) were determined to have no impact in comparison to existing conditions. As such, the project would not contribute to cumulative impacts related to these issues. Other issues (e.g., geology, hazards, and hazardous materials) are by their nature project specific and impacts at one location do not add to impacts at other locations or create additive impacts. As such, cumulative impacts would be less than significant (not cumulatively considerable).

LESS THAN SIGNIFICANT IMPACT

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

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in analyses for air quality, hazards and hazardous materials, and noise, the proposed project would not result, either directly or indirectly, in adverse hazards related to air quality, hazardous materials or noise. Compliance with applicable rules, regulations, and recommended mitigation measures reduce potential impacts on human beings to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

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List of Preparers

Rincon Consultants, Inc. prepared this IS-MND under contract to the City of Long Beach. Persons involved in data gathering analysis, project management, and quality control are listed below.

RINCON CONSULTANTS, INC.

Joe Power, AICP CEP, Vice President, Principal-in-Charge
Susanne Huerta, AICP, Supervising Planner, Project Manager
Hannah Mize, Sustainability Project Manager
Vanessa Villanueva, Associate Environmental Planner
Emily Marino, Environmental Planner

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GreenPointRATED
A PROGRAM OF BUILD IT GREEN

NEW HOME RATING SYSTEM, VERSION 6.0

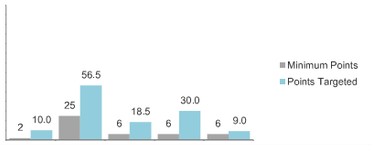
MULTIFAMILY

Points Targeted: 124.0

Certification Level: Gold

The GreenPoint Rated checklist tracks green features incorporated into the home. GreenPoint Rated is administered by Build It Green, a non-profit whose mission is to promote healthy, energy and resource efficient buildings in California.
The minimum requirements of GreenPoint Rated are: verification of 50 or more points; Earn the following minimum points per category: Commuity (3) Energy (22), Indoor Air Quality/Health (6), Resources (6), and Water (8); and meet the prerequisites CALGreen Mandatory, E5.2 , H6.1, J5.1, O1, O7.

The criteria for the green building practices listed below are described in the GreenPoint Rated Single Family Rating Manual. For more information please visit **www.builditgreen.org/greenpointrated**
Build It Green is not a code enforcement agency.
A home is only GreenPoint Rated if all features are verified by a Certified GreenPoint Rater through Build It Green.



New Home Multifamily v. 6.0.2

4800 & 5100 Long Beach Blvd.
04.20.2020

Measures		Points Targeted	Community	Energy	IAQ/Health	Resources	Water	Notes
			Possible Points					
CALGreen								
Yes	**CALGreen Res (REQUIRED)**	4		1	1	1	1	
A. SITE								
No	**A1. Construction Footprint**	0				1		
	A2. Job Site Construction Waste Diversion							
No	A2.1 65% C&D Waste Diversion **(Including** Alternative Daily Cover)	0				2		
Yes	A2.2 65% C&D Waste Diversion **(Excluding** Alternative Daily Cover)	2				2		
Yes	A2.3 Recycling Rates from Third-Party Verified Mixed-Use Waste Facility	1				1		
No	**A3. Recycled Content Base Material**	0				1		
TBD	**A4. Heat Island Effect Reduction (Non-Roof)**			1				
No	**A5. Construction Environmental Quality Management Plan Including Flush-Out**	0			1			
	A6. Stormwater Control: Prescriptive Path							
No	A6.1 Permeable Paving Material	0					1	
Yes	A6.2 Filtration and/or Bio-Retention Features	0					1	Onsite stormwater will be directed to the offsite developmenmt bio-retention area.
Yes	A6.3 Non-Leaching Roofing Materials	0					1	TPO - Roofing material (non-leaching)
No	A6.4 Smart Stormwater Street Design	0	1					
Yes	**A7. Stormwater Control: Performance Path**	0					3	Provide plans that indicate stormwater being directed to bioswale. Provide calculaitons showing that 85% of the total annual stormwater is being captured and treateed.
B. FOUNDATION								
No	**B1. Fly Ash and/or Slag in Concrete**	0				1		
No	**B2. Radon-Resistant Construction**	0			2			
No	**B3. Foundation Drainage System**	0				2		
No	**B4. Moisture Controlled Crawlspace**	0			1			
	B5. Structural Pest Controls							
No	B5.1 Termite Shields and Separated Exterior Wood-to-Concrete Connections	0				1		
No	B5.2 Plant Trunks, Bases, or Stems at Least 36 Inches from the Foundation	0				1		
C. LANDSCAPE								
0.03%	Enter the landscape area percentage							
Yes	**C1. Plants Grouped by Water Needs (Hydrozoning)**	1					1	Group plants and turf in low, medium and high water use.
Yes	**C2. Three Inches of Mulch in Planting Beds**	1					1	Add note for 3 inch. Of mulch for planting beds.
	C3. Resource Efficient Landscapes							
Yes	C3.1 No Invasive Species Listed by Cal-IPC	1				1		Use Cal-IPC when making plant selections. We will review based of the current list.
Yes	C3.2 Plants Chosen and Located to Grow to Natural Size	0				1		
Yes	C3.3 Drought Tolerant, California Native, Mediterranean Species, or Other Appropriate Species	0					3	Provide 75% drought tolerant plants based on quantity of plants installed.
	C4. Minimal Turf in Landscape							
Yes	C4.1 No Turf on Slopes Exceeding 10% and No Overhead Sprinklers Installed in Areas Less Than Eight Feet Wide	0					2	
TBD	C4.2 Turf on a Small Percentage of Landscaped Area						2	
No	**C5. Trees to Moderate Building Temperature**	0	1	1			1	
Yes	**C6. High-Efficiency Irrigation System**	0					2	
Yes	**C7. One Inch of Compost in the Top Six to Twelve Inches of Soil**	0					2	
No	**C8. Rainwater Harvesting System**	0					3	
No	**C9. Recycled Wastewater Irrigation System**	0					1	
Yes	**C10. Submeter or Dedicated Meter for Landscape Irrigation**	0					2	
≤0.5 ETo	**C11. Landscape Meets Water Budget**	0					2	
	C12. Environmentally Preferable Materials for Site							
No	C12.1 Environmentally Preferable Materials for 70% of Non-Plant Landscape Elements and Fencing	0				1		
No	C12.2 Play Structures and Surfaces Have an Average Recycled Content ≥20%	0				1		
No	**C13. Reduced Light Pollution**	0	1					
No	**C14. Large Stature Tree(s)**	0	1					
No	**C15. Third Party Landscape Program Certification**	0					1	
No	**C16. Maintenance Contract with Certified Professional**	0					1	
No	**C17. Community Garden**	0	2					
D. STRUCTURAL FRAME AND BUILDING ENVELOPE								
	D1. Optimal Value Engineering							
No	D1.1 Joists, Rafters, and Studs at 24 Inches on Center	0		1		2		
Yes	D1.2 Non-Load Bearing Door and Window Headers Sized for Load	1				1		
No	D1.3 Advanced Framing Measures	0				2		
No	**D2. Construction Material Efficiencies**	0				1		
	D3. Engineered Lumber							
No	D3.1 Engineered Beams and Headers	0				1		
Yes	D3.2 Wood I-Joists or Web Trusses for Floors	1				1		
Yes	D3.3 Engineered Lumber for Roof Rafters	1				1		
No	D3.4 Engineered or Finger-Jointed Studs for Vertical Applications	0				1		
Yes	D3.5 OSB for Subfloor	0.5				0.5		
Yes	D3.6 OSB for Wall and Roof Sheathing	0.5				0.5		
No	**D4. Insulated Headers**	0		1				
	D5. FSC-Certified Wood							
No	D5.1 Dimensional Lumber, Studs, and Timber	0				6		
No	D5.2 Panel Products	0				3		
	D6. Solid Wall Systems							
No	D6.1 At Least 90% of Floors	0				1		
No	D6.2 At Least 90% of Exterior Walls	0		1		1		
No	D6.3 At Least 90% of Roofs	0		1		1		
No	**D7. Energy Heels on Roof Trusses**	0		1				
No	**D8. Overhangs and Gutters**	0		1		1		
	D9. Reduced Pollution Entering the Home from the Garage							
No	D9.1 Detached Garage	0			2			
TBD	D9.2 Mitigation Strategies for Attached Garage				1			
	D10. Structural Pest and Rot Controls							
No	D10.1 All Wood Located At Least 12 Inches Above the Soil	0				1		
Yes	D10.2 Wood Framing Treating With Borates or Factory-Impregnated, or Wall Materials Other Than Wood	1				1		
No	**D11. Moisture-Resistant Materials in Wet Areas (such as Kitchen, Bathrooms, Utility Rooms, and Basements)**	0			1	1		
E. EXTERIOR								
No	**E1. Environmentally Preferable Decking**	0				1		
Yes	**E2. Flashing Installation Third-Party Verified**	2				2		
No	**E3. Rain Screen Wall System**	0				2		
Yes	**E4. Durable and Non-Combustible Cladding Materials**	1				1		Traditional 3 coat stucco system qualifies.
	E5. Durable Roofing Materials							
Yes	E5.1 Durable and Fire Resistant Roofing Materials or Assembly	1				1		Flat roof, 10 year material warranty and a 3-year workmanship warranty.
Yes	E5.2 Roofing Warranty for Shingle Roofing	Y	R	R	R	R	R	
No	**E6. Vegetated Roof**	0	2	2				
F. INSULATION								
	F1. Insulation with 30% Post-Consumer or 60% Post-Industrial Recycled Content							
TBD	F1.1 Walls and Floors					1		
TBD	F1.2 Ceilings					1		
	F2. Insulation that Meets the CDPH Standard Method—Residential for Low Emissions							
TBD	F2.1 Walls and Floors				1			
TBD	F2.2 Ceilings				1			
	F3. Insulation That Does Not Contain Fire Retardants							
No	F3.1 Cavity Walls and Floors	0			1			
No	F3.2 Ceilings	0			1			
No	F3.3 Interior and Exterior Insulation	0			1			
G. PLUMBING								
	G1. Efficient Distribution of Domestic Hot Water							
Yes	G1.1 Insulated Hot Water Pipes	1		1				1 in. foam on entire run of pipe lest than 2 in. in diameter. 1.5in foam on pipe greater than 2 in.
TBD	G1.2 WaterSense Volume Limit for Hot Water Distribution						1	
TBD	G1.3 Increased Efficiency in Hot Water Distribution						2	
	G2. Install Water-Efficient Fixtures							
Yes	G2.1 WaterSense Showerheads with Matching Compensation Valve	2					2	
Yes	G2.2 WaterSense Bathroom Faucets	1					1	
Yes	G2.3 WaterSense Toilets with a Maximum Performance (MaP) Threshold of No Less Than 500 Grams	1					1	

4800 & 5100 Long Beach Blvd.

		Points Targeted	Community	Energy	IAQ/Health	Resources	Water	
No	G2.4 Urinals with Flush Rate of ≤ 0.1 Gallons/Flush	0					1	
No	**G3. Pre-Plumbing for Graywater System**	0					1	
No	**G4. Operational Graywater System**	0					3	
No	**G5. Submeter Water for Tenants**	0					2	
H. HEATING, VENTILATION, AND AIR CONDITIONING								
	H1. Sealed Combustion Units							
No	H1.1 Sealed Combustion Furnace	0			1			
No	H1.2 Sealed Combustion Water Heater	0			2			
No	**H2. High Performing Zoned Hydronic Radiant Heating System**	0		1	1			
	H3. Effective Ductwork							
Yes	H3.1 Duct Mastic on Duct Joints and Seams	1		1				Section 150.0(m)1 of 2013 BEES
No	H3.2 Pressure Balance the Ductwork System	0		1				
TBD	**H4. ENERGY STAR® Bathroom Fans Per HVI Standards with Air Flow Verified**				1			
	H5. Advanced Practices for Cooling							
No	H5.1 ENERGY STAR Ceiling Fans in Living Areas and Bedrooms	0		1				
No	H5.2 Operable Windows and Skylights Located to Induce Cross Ventilation in At Least One Room in 80% of Units	0		1				
	H6. Whole House Mechanical Ventilation Practices to Improve Indoor Air Quality							
Yes	H6.1 Meet ASHRAE Standard 62.2-2012 Ventilation Residential Standards	Y	R	R	R	R	R	
Yes	H6.2 Advanced Ventilation Standards	1			1			Continuous operation, HVI Rated fan 1cfm/watt @ 0.25 static pressure.
TBD	H6.3 Outdoor Air Ducted to Bedroom and Living Areas				2			
	H7. Effective Range Design and Installation							
TBD	H7.1 Effective Range Hood Ducting and Design				1			
No	H7.2 Automatic Range Hood Control	0			1			
I. RENEWABLE ENERGY								
Yes	**I1. Pre-Plumbing for Solar Water Heating**	0		1				
Yes	**I2. Preparation for Future Photovoltaic Installation**	0		1				
100.00%	**I3. Onsite Renewable Generation (Solar PV, Solar Thermal, and Wind)**	0		25				
	I4. Net Zero Energy Home							Provide 3.7kW PV system per DU
Yes	I4.1 Near Zero Energy Home	2		2				
Yes	I4.2 Net Zero Electric	4		4				
No	**I5. Solar Hot Water Systems to Preheat Domestic Hot Water**	0		4				
≥60% of common area	**I6. Photovoltaic System for Multifamily Projects**	0		12				
J. BUILDING PERFORMANCE AND TESTING								
Yes	**J1. Third-Party Verification of Quality of Insulation Installation**	1			1			
No	**J2. Supply and Return Air Flow Testing**	0		1	1			
No	**J3. Mechanical Ventilation Testing and Low Leakage**	0			1			
No	**J4. Combustion Appliance Safety Testing**	0			1			
	J5. Building Performance Exceeds Title 24 Part 6							
19.00%	J5.1 Home Outperforms Title 24	43		30				
0.00%	J5.2 Non-Residential Spaces Outperform Title 24	0		15				
Yes	**J6. Title 24 Prepared and Signed by a CABEC Certified Energy Analyst**	1		1				
No	**J7. Participation in Utility Program with Third-Party Plan Review**	0		1				
No	**J8. ENERGY STAR for Homes**	0		1				
No	**J9. EPA Indoor airPlus Certification**				1			
K. FINISHES								
	K1. Entryways Designed to Reduce Tracked-In Contaminants							
Yes	K1.1 Entryways to Individual Units	1			1			
No	K1.2 Entryways to Buildiings	0			1			
Yes	**K2. Zero-VOC Interior Wall and Ceiling Paints**	2			2			
Yes	**K3. Low-VOC Caulks and Adhesives**	1			1			
	K4. Environmentally Preferable Materials for Interior Finish							
≥80%	K4.1 Cabinets	2				2		
≥50%	K4.2 Interior Trim	1				2		
≥80%	K4.3 Shelving	2				2		
≥80%	K4.4 Doors	2				2		
Yes	K4.5 Countertops	1				1		
	K5. Formaldehyde Emissions in Interior Finish Exceed CARB							
Yes	K5.1 Doors	1			1			
Yes	K5.2 Cabinets and Countertops	2			2			
Yes	K5.3 Interior Trim and Shelving	2			2			
Yes	**K6. Products That Comply With the Health Product Declaration Open Standard**	2			2			
Yes	**K7. Indoor Air Formaldehyde Level Less Than 27 Parts Per Billion**	2			2			
No	**K8. Comprehensive Inclusion of Low Emitting Finishes**				1			
TBD	**K9. Durable Cabinets**				2			
TBD	**K10. At Least 25% of Interior Furniture Has Environmentally Preferable Attributes**				1			
L. FLOORING								
≥50%	**L1. Environmentally Preferable Flooring**	2				3		
≥50%	**L2. Low-Emitting Flooring Meets CDPH 2010 Standard Method—Residential**	2			3			
No	**L3. Durable Flooring**	0				1		
No	**L4. Thermal Mass Flooring**	0		1				
M. APPLIANCES AND LIGHTING								
Yes	**M1. ENERGY STAR® Dishwasher**	1					1	
No	**M2. CEE-Rated Clothes Washer**	0		1			2	
No	**M3. Size-Efficient ENERGY STAR Refrigerator**	0		2				
	M4. Permanent Centers for Waste Reduction Strategies							
No	M4.1 Built-In Recycling Center	0				1		
No	M4.2 Built-In Composting Center	0				1		
	M5. Lighting Efficiency							
Yes	M5.1 High-Efficacy Lighting	2		2				
No	M5.2 Lighting System Designed to IESNA Footcandle Standards or Designed by Lighting Consultant	0		2				
No	**M6. Central Laundry**	0					1	
No	**M7. Gearless Elevator**	0		1				
N. COMMUNITY								
	N1. Smart Development							
Yes	N1.1 Infill Site	2	1			1		
No	N1.2 Designated Brownfield Site	0	1		1			
>20	N1.3 Conserve Resources by Increasing Density	1		2		2		
No	N1.4 Cluster Homes for Land Preservation	0	1			1		
	N1.5 Home Size Efficiency	4				9		Based on the average largest unit type.
1,579	Enter the area of the home, in square feet							
3	Enter the number of bedrooms							
No	**N2. Home(s)/Development Located Within 1/2 Mile of a Major Transit Stop**	0	2					
	N3. Pedestrian and Bicycle Access							
	N3.1 Pedestrian Access to Services Within 1/2 Mile of Community Services		2					
	Enter the number of Tier 1 services							
	Enter the number of Tier 2 services							
Yes	N3.2 Connection to Pedestrian Pathways	1	1					
No	N3.3 Traffic Calming Strategies	0	2					
Yes	N3.4 Sidewalks Buffered from Roadways and 5-8 Feet Wide	1	1					
No	N3.5 Bicycle Storage for Residents	0	1					
No	N3.6 Bicycle Storage for Non-Residents	0	1					
No	N3.7 Reduced Parking Capacity	0	2					
	N4. Outdoor Gathering Places							
Yes	N4.1 Public or Semi-Public Outdoor Gathering Places for Residents	1	1					
No	N4.2 Public Outdoor Gathering Places with Direct Access to Tier 1 Community Services	0	1					
	N5. Social Interaction							
Yes	N5.1 Residence Entries with Views to Callers	1	1					two peepholes
Yes	N5.2 Entrances Visible from Street and/or Other Front Doors	1	1					
Yes	N5.3 Porches Oriented to Street and Public Space	1	1					
Yes	N5.4 Social Gathering Space	1	1					
	N6. Passive Solar Design							
No	N6.1 Heating Load	0		2				
No	N6.2 Cooling Load	0		2				
	N7. Adaptable Building							
No	N7.1 Universal Design Principles in Units	0	1		1			
No	N7.2 Full-Function Independent Rental Unit	0	1					
	N8. Affordability							
No	N8.1 Dedicated Units for Households Making 80% of AMI or Less	0	2					
No	N8.2 Units with Multiple Bedrooms for Households Making 80% of AMI or Less	0	1					
No	N8.3 At Least 20% of Units at 120% AMI or Less are For Sale	0	1					
	N9. Mixed-Use Developments							
No	N9.1 Live/Work Units Include a Dedicated Commercial Entrance	0	1					
No	N9.2 At Least 2% of Development Floor Space Supports Mixed Use	0	1					
No	N9.3 Half of the Non-Residential Floor Space is Dedicated to Community Service	0	1					
O. OTHER								
Yes	**O1. GreenPoint Rated Checklist in Blueprints**	Y	R	R	R	R	R	
No	**O2. Pre-Construction Kickoff Meeting with Rater and Subcontractors**	0		0.5		1	0.5	
Yes	**O3. Orientation and Training to Occupants—Conduct Educational Walkthroughs**	2		0.5	0.5	0.5	0.5	
No	**O4. Builder's or Developer's Management Staff are Certified Green Building Professionals**	0		0.5	0.5	0.5	0.5	
No	**O5. Home System Monitors**	0		2			1	
	O6. Green Building Education							
Yes	O6.1 Marketing Green Building	2	2					
Yes	O6.2 Green Building Signage	1		0.5			0.5	
No	**O7. Green Appraisal Addendum**	N	R	R	R	R	R	
No	**O8. Detailed Durability Plan and Third-Party Verification of Plan Implementation**	0				1		
No	**O9. Residents Are Offered Free or Discounted Transit Passes**	0	2					
No	**O10. Vandalism Deterrence Practices and Vandalism Management Plan**	0				1		
P. DESIGN CONSIDERATIONS								
	P1. Acoustics: Noise and Vibration Control	0	1		1			
0	Enter the number of Tier 1 practices							
0	Enter the number of Tier 2 practices							
	P2. Mixed-Use Design Strategies							

4800 & 5100 Long Beach Blvd.		Points Targeted	Community	Energy	IAQ/Health	Resources	Water	
No	P2.1 Tenant Improvement Requirements for Build-Outs	0			1		1	
No	P2.2 Commercial Loading Area Separated for Residential Area	0			1			
No	P2.3 Separate Mechanical and Plumbing Systems	0			1			
	P3. Commissioning							
No	P3.1 Design Phase	0		1	1			
No	P3.2 Construction Phase	0		1	1			
No	P3.3 Post-Construction Phase	0		1	1			
No	**P4. Building Enclosure Testing**	0		1	1	1		
INNOVATIONS								
No	**Enter Innovation 1 description here. Enter up to four points at right.**	0						
No	**Enter Innovation 2 description here. Enter up to four points at right.**	0						
No	**Enter Innovation 3 description here. Enter up to four points at right.**	0						
No	**Enter Innovation 4 description here. Enter up to four points at right.**	0						
Summary								
	Total Available Points in Specific Categories	381	43	138	61	86	53	
	Minimum Points Required in Specific Categories	50	2	25	6	6	6	
	Total Points Targeted	**124.0**	**10.0**	**56.5**	**18.5**	**30.0**	**9.0**	

Attachment G

Building 700 | 7 Plex

Building 800 | 8 Plex

Building 800 | 8 Plex

OUR TEAM

CITY VENTURES
Contact: Kim Prijatel
3121 Michelson Drive, Suite 150, Irvine, CA 92162
949.258.7531 | www.CityVentures.com

WHA Architects . Planners . Designers
Contact: Nick Manea
2850 Redhill Ave, Suite 200, Santa Ana, CA 92705-5543
949.250.0607 | www.WHAinc.com

C&V CONSULTING, INC.
Contact: Marco Midence
6 Orchard, Suite 200, Lake Forest, CA 92630
949.916.3800 | www.cvc-inc.net

C2 COLLABORATIVE
Contact: Niki Wu
416 North El Camino Real, San Clemente, CA
92672949.366.6624 | www.c2collaborative.com

AT DESIGN CONSULTING, INC.
Contact: Annie Tutunjian
2211 Michelson Drive, Suite 450, Irvine, CA 92162
949.724.1619 | www.atdesignconsulting.com

SHEET INDEX:

City Ventures

5100 Long Beach Boulevard

LONG BEACH, CA

CITY SUBMITTAL

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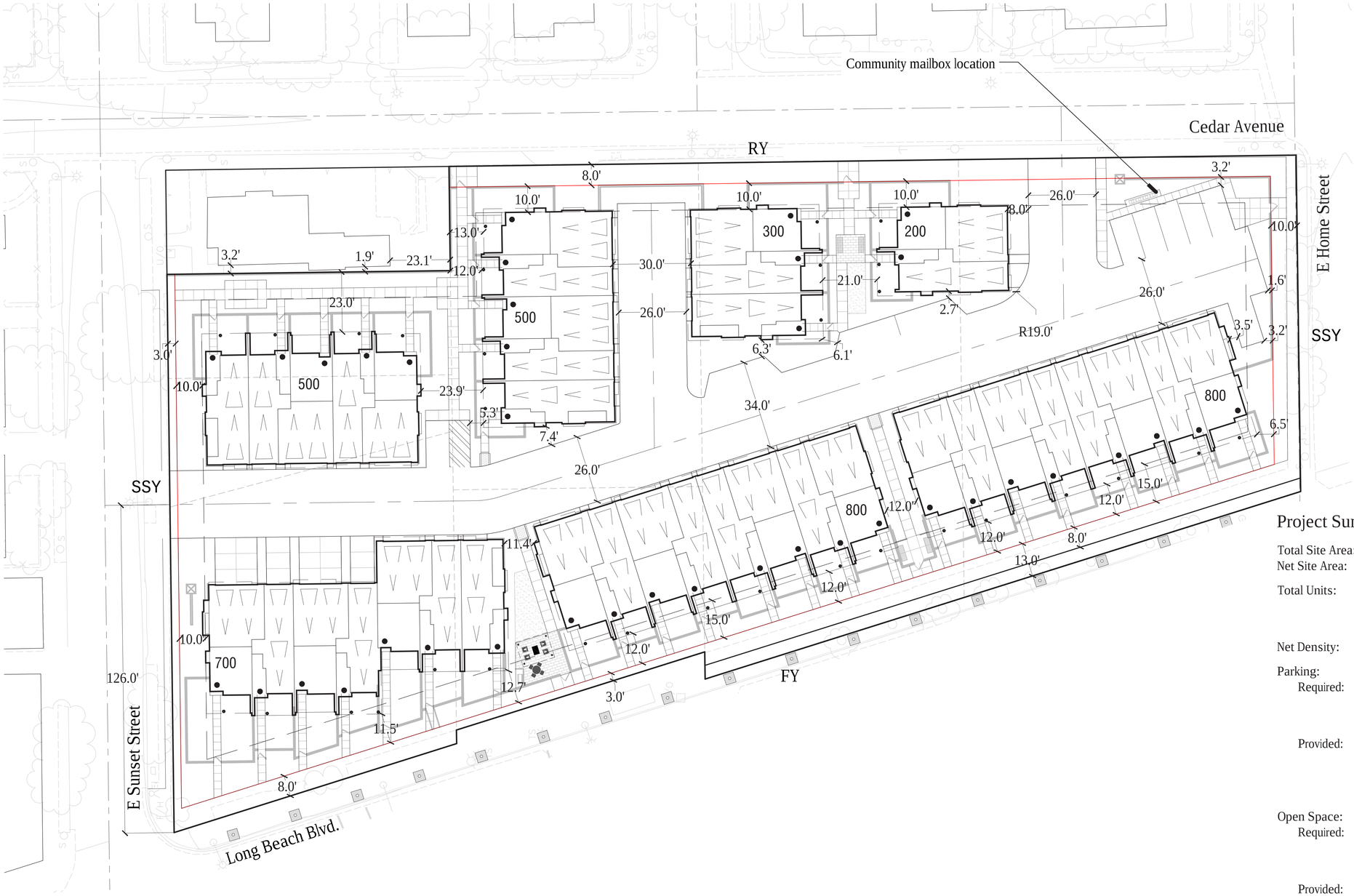
ORANGE COUNTY . LOS ANGELES . BAY AREA



Zoning Summary

Existing General Plan:	8A & 1
Proposed General Plan:	3A
Existing Zoning:	CCA & R-1-N
Proposed Zoning:	CCN
Max. Density:	44 Homes per Acre
Building Setbacks:	Front Yard (FY): 15' Street Side Yard (SSY): 10' Side Yard (SY): 10' Rear Yard (RY): 10'
Building Encroachments:	2.5' for architectural protrusions into the Front setback 5' for decks and balconies into the Front and Street Side setbacks 3' for decks into Side setbacks
Building Separation:	8' minimum
Max. Building Height:	38' and 3 Stories
Max. Lot Coverage:	N/A
Street Dedications:	

Notes:

1. Site plan is for conceptual purposes only.
2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
3. Base information per civil engineer.
4. Civil engineer to verify all setbacks and grading information
5. Building Footprints might change due to the final design elevation style.
6. Open space area is subject to change due to the balcony design of the elevation.
7. Building setbacks are measured from property lines to building foundation lines.

Project Summary

Total Site Area: ± 1.805 Acres
Net Site Area: ± 1.606 Acres

Total Units: 38 Homes
- (21) Plan 1: ± 1,411 S.F., 3 Bedroom, 3 Bath
- (17) Plan 2: ± 1,747 S.F., 3 Bedroom, 3 Bath, Den

Net Density: 23.66 Homes per Acre

Parking:

Required: 86 Spaces (2.26 spaces per home)
- (38) Homes x 2.0 Spaces = 76 Spaces
- (38) Guest x 0.25 Spaces = 10 Spaces

Provided: 86 Spaces (2.26 spaces per home)
- Garage: 76 Spaces
- Head In: 7 Spaces (9' x 18')
- Parallel: 3 Spaces (8' x 22')

Open Space:

Required: 5,700 S.F. Total (150 S.F. per home)
- Common: 2,850 S.F. (75 S.F. per home; 12' min. dim.)
- Private: 2,850 S.F. (75 S.F. per home; 8' min. dim.)

Provided: 12,735 S.F. Total (± 335 S.F. per home)
- Common: 4,729 S.F. (12' Min. Dimension)
- Private: 8,006 S.F. (8' Min. Dimension)

CONCEPTUAL SITE PLAN

City Ventures

5100 Long Beach Boulevard

LONG BEACH, CA

A.SP1

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- Private: 2,850 S.F. (75 S.F. per home; 8' min. dim.)

Provided: 12,735 S.F. Total (± 335 S.F. per home)
- Common: 4,729 S.F. (12' Min. Dimension)
- Private: 4,125 S.F. (8' Min. Dimension)
- Deck: 3,881 S.F. (8' Min. Dimension)*

* Decks have a full depth of 8', with a 2-3' encroachment into setback area allowed per code. Area counted towards open space numbers is only the area behind the setback lines. Please see architectural floor plans for deck dimensions and details.

CONCEPTUAL OPEN SPACE PLAN

City Ventures

5100 Long Beach Boulevard

LONG BEACH, CA

A.SP2

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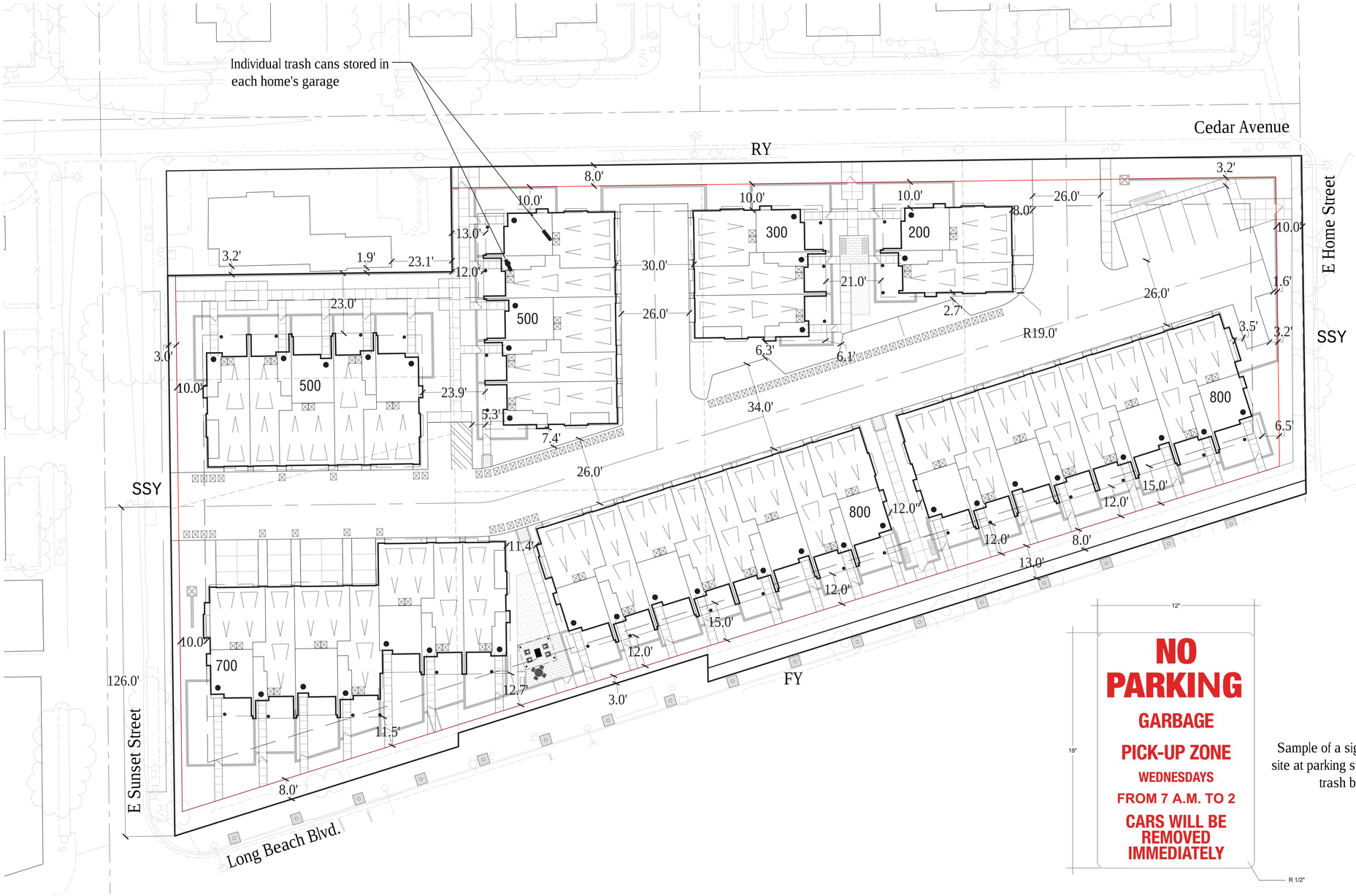

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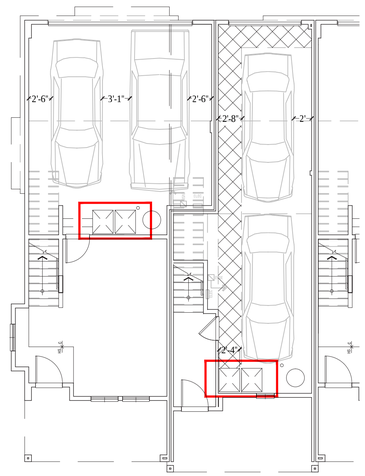
Net Density: 23.66 Homes per Acre

Trash: 2 bins per home, stored in garage



Typical trash clearances in garages (varies based on car type)

Sample of a sign to be posted on site at parking stalls blocked due to trash bin staging.

Notes:

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CONCEPTUAL OPEN SPACE PLAN

City Ventures

5100 Long Beach Boulevard

LONG BEACH, CA

A.SP3

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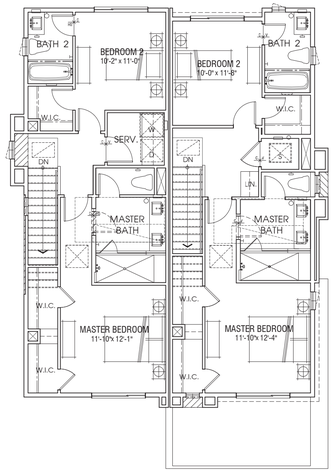
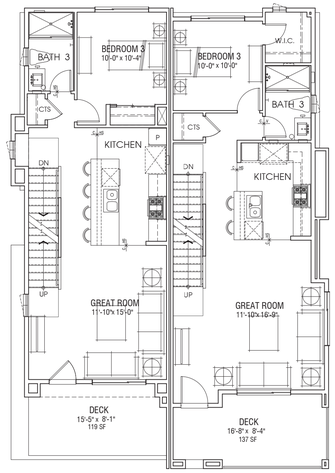


THIRD FLOOR



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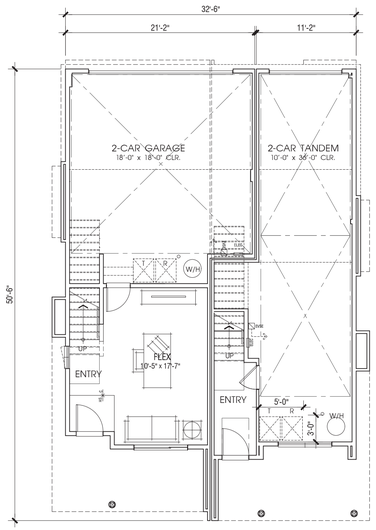

Plan 1
3 BEDROOM / 3 BATH
+/-1,457 SF

Plan 2
3 BEDROOM / 3 BATH / FLEX
+/-1,734 SF

FIRST FLOOR

OCCUPANCY: R3
CONSTRUCTION TYPE: VB
SPRINKLER SYSTEM: 13D

NOTES:
1. SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION.

BLDG 200 | Duplex Conceptual Building Plans

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LONG BEACH, CA

A.1

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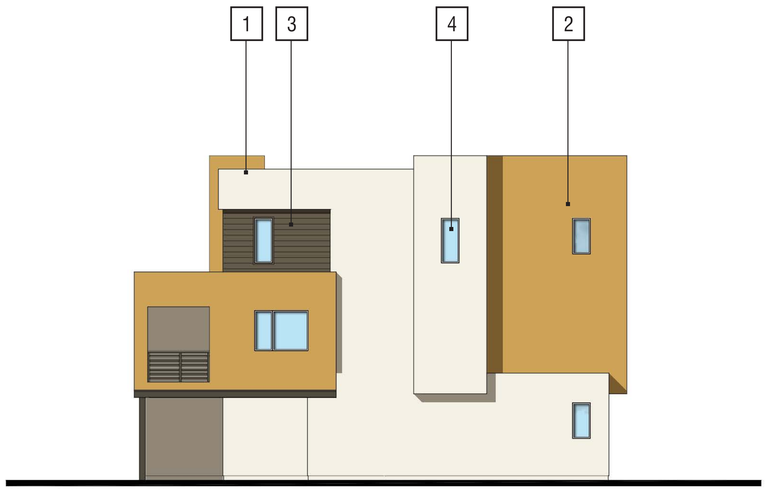
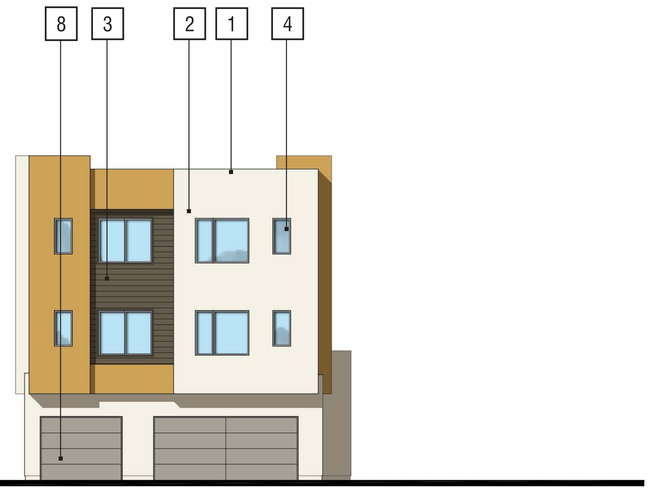


Note: Artist's conception, colors, materials and application may vary.

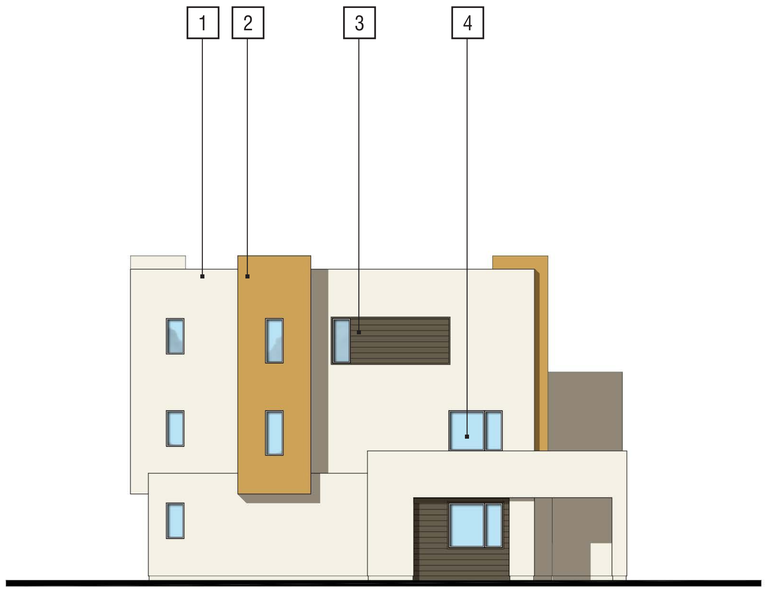
Right Elevation

MATERIALS:

1. Roof: Flat With Parapet
2. Stucco
3. Horizontal Lap Siding
4. Vinyl Windows
5. Entry Door
6. Stucco Column
7. Horizontal Railing
8. Metal Sectional Roll-Up Garage Door
9. Coach Light And Illuminated Address Panel
10. Utility Cabinet
11. Decorative Light Fixture

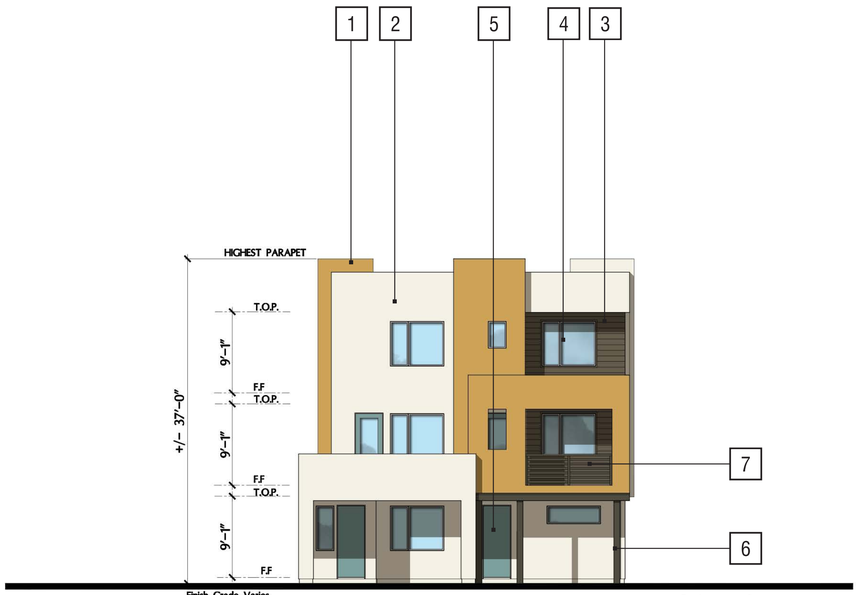


Rear Elevation



Refer to Landscape Drawings for wall, tree, shrubs and patio wall locations

Left Elevation



Front Elevation

Scheme 2

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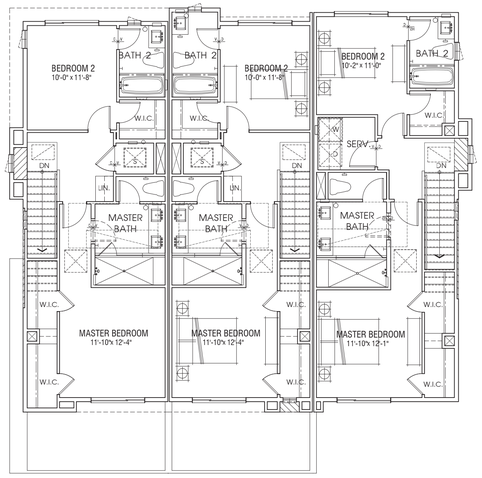
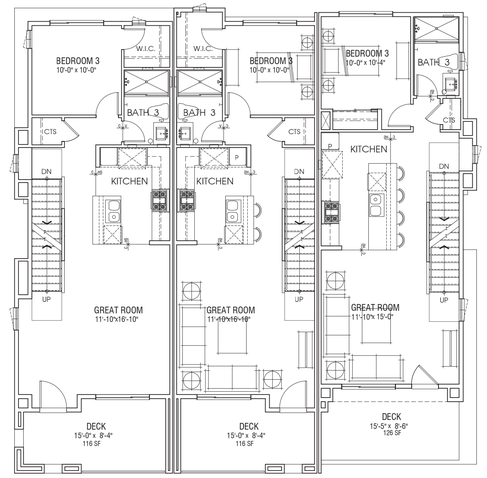
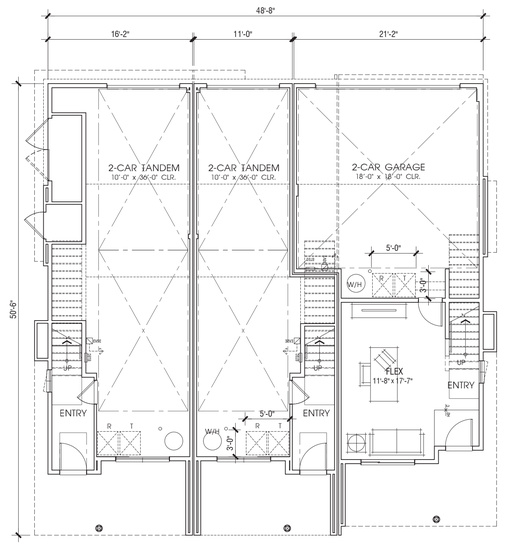


THIRD FLOOR



SECOND FLOOR



Plan 1
3 BEDROOM / 3 BATH
+/-1,457 SF

Plan 2
3 BEDROOM / 3 BATH / FLEX
+/-1,734 SF

FIRST FLOOR

OCCUPANCY: R3
CONSTRUCTION TYPE: VB
SPRINKLER SYSTEM: 13D

NOTES:
1. SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION.
2. FLOOR PLANS NEED FURTHER REFINEMENTS TO MATCH ELEVATION DESIGN.

BLDG 300 | Conceptual Building Plans

City Ventures

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A.3

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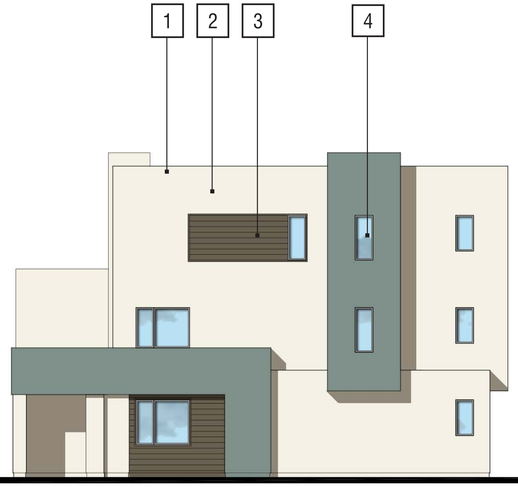
ORANGE COUNTY . LOS ANGELES . BAY AREA



Right Elevation

Note: Artist's conception, colors, materials and application may vary.

MATERIALS:

1. Roof: Flat With Parapet
2. Stucco
3. Horizontal Lap Siding
4. Vinyl Windows
5. Entry Door
6. Stucco Column
7. Horizontal Railing
8. Metal Sectional Roll-Up Garage Door
9. Coach Light And Illuminated Address Panel
10. Utility Cabinet
11. Decorative Light Fixture

Rear Elevation

Left Elevation

Refer to Landscape Drawings for wall, tree, shrubs and patio wall locations

Front Elevation

Scheme 1

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LONG BEACH, CA

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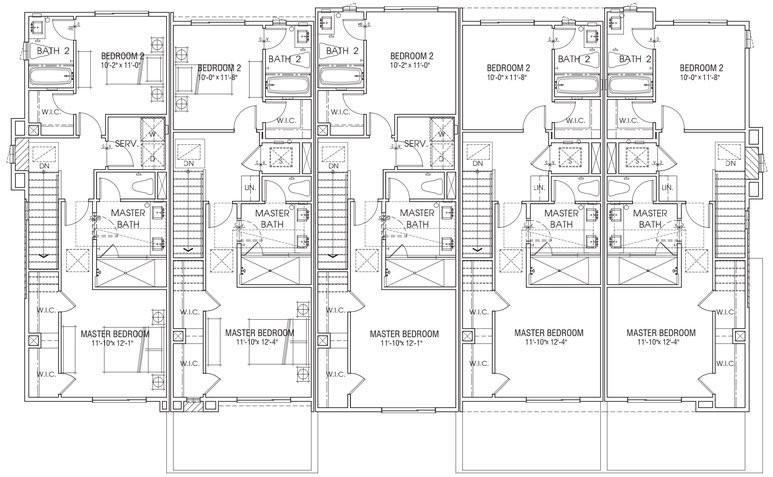
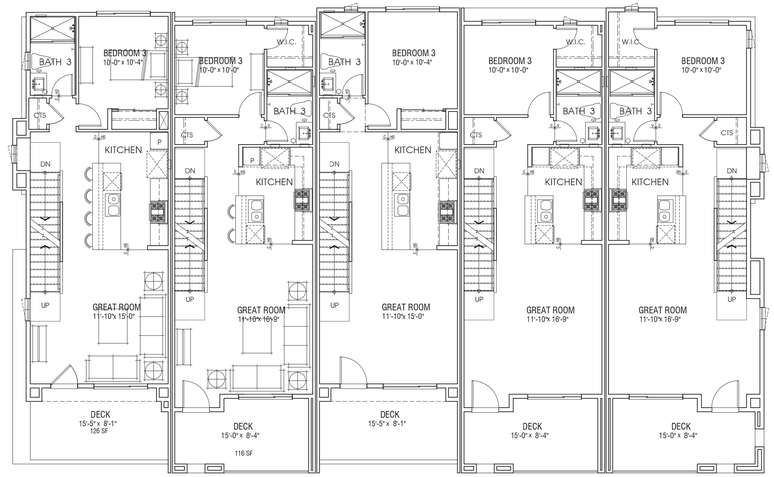
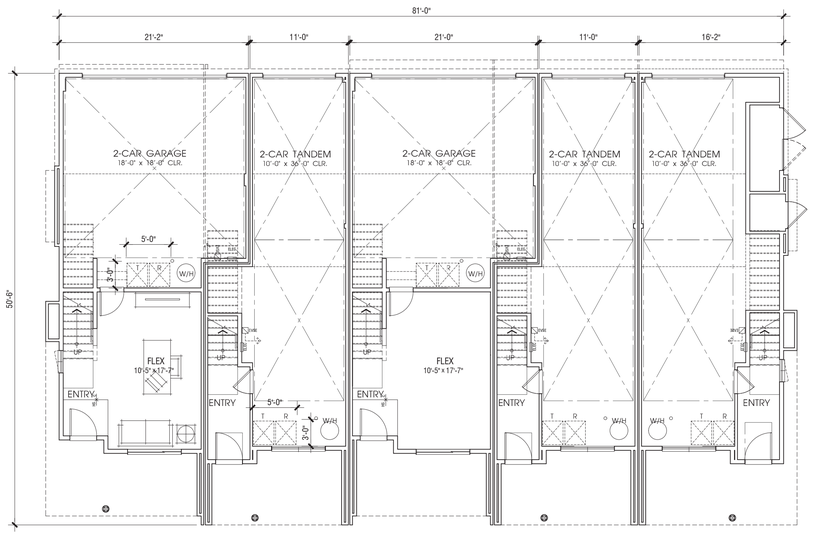
ORANGE COUNTY . LOS ANGELES . BAY AREA



THIRD FLOOR



SECOND FLOOR



Plan 2
3 BEDROOM / 3 BATH / FLEX
+/-1,734 SF

Plan 1
3 BEDROOM / 3 BATH
+/-1,457 SF

FIRST FLOOR

OCCUPANCY: R3
CONSTRUCTION TYPE: VB
SPRINKLER SYSTEM: 13D

NOTES:
1. SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION.
2. FLOOR PLANS NEED FURTHER REFINEMENTS TO MATCH ELEVATION DESIGN.

BLDG 500 | Conceptual Building Plans

City Ventures

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LONG BEACH, CA

A.5

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ORANGE COUNTY . LOS ANGELES . BAY AREA

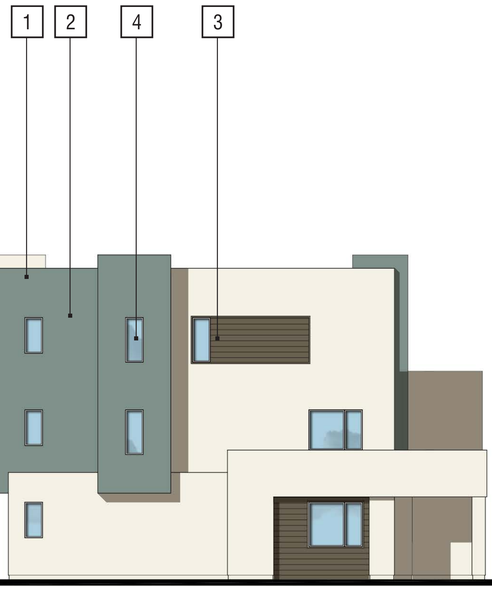
Right Elevation

Note: Artist's conception, colors, materials and application may vary.

MATERIALS:

1. Roof: Flat With Parapet
2. Stucco
3. Horizontal Lap Siding
4. Vinyl Windows
5. Entry Door
6. Stucco Column
7. Horizontal Railing
8. Metal Sectional Roll-Up Garage Door
9. Coach Light And Illuminated Address Panel
10. Utility Cabinet
11. Decorative Light Fixture

Rear Elevation



Left Elevation

Refer to Landscape Drawings for wall, tree, shrubs and patio wall locations

Front Elevation

Scheme 1

BLDG 500 | Conceptual Building Plans

City Ventures

5100 Long Beach Boulevard

LONG BEACH, CA

A.6

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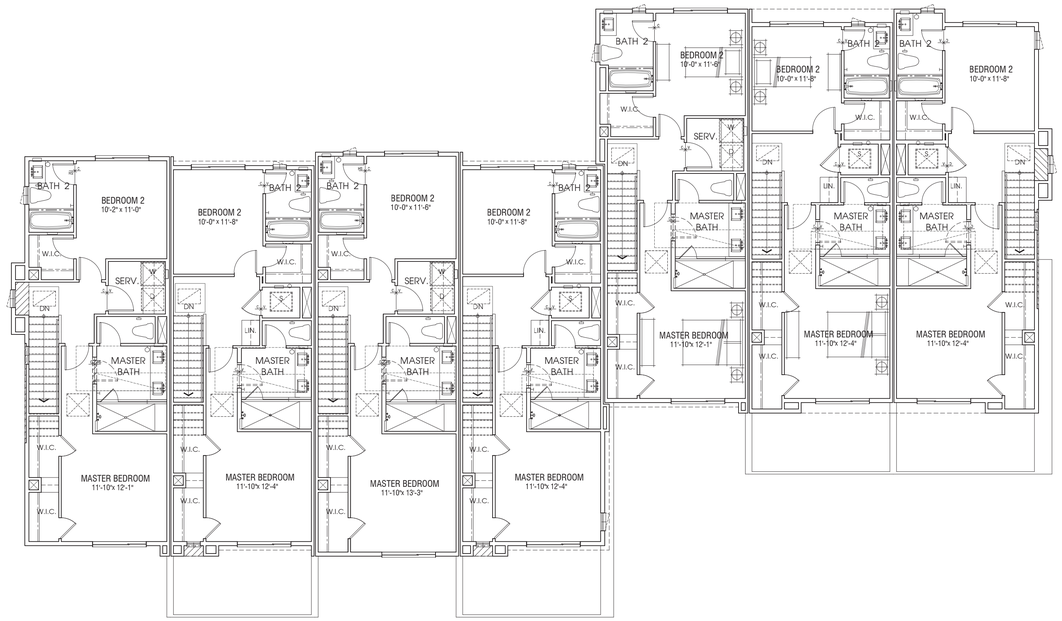
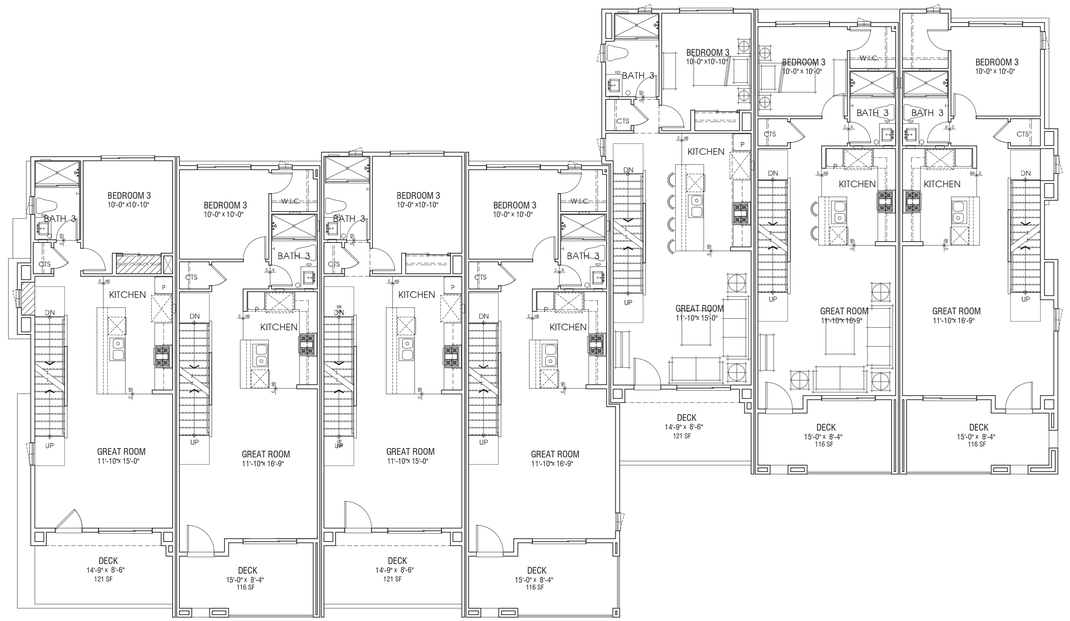
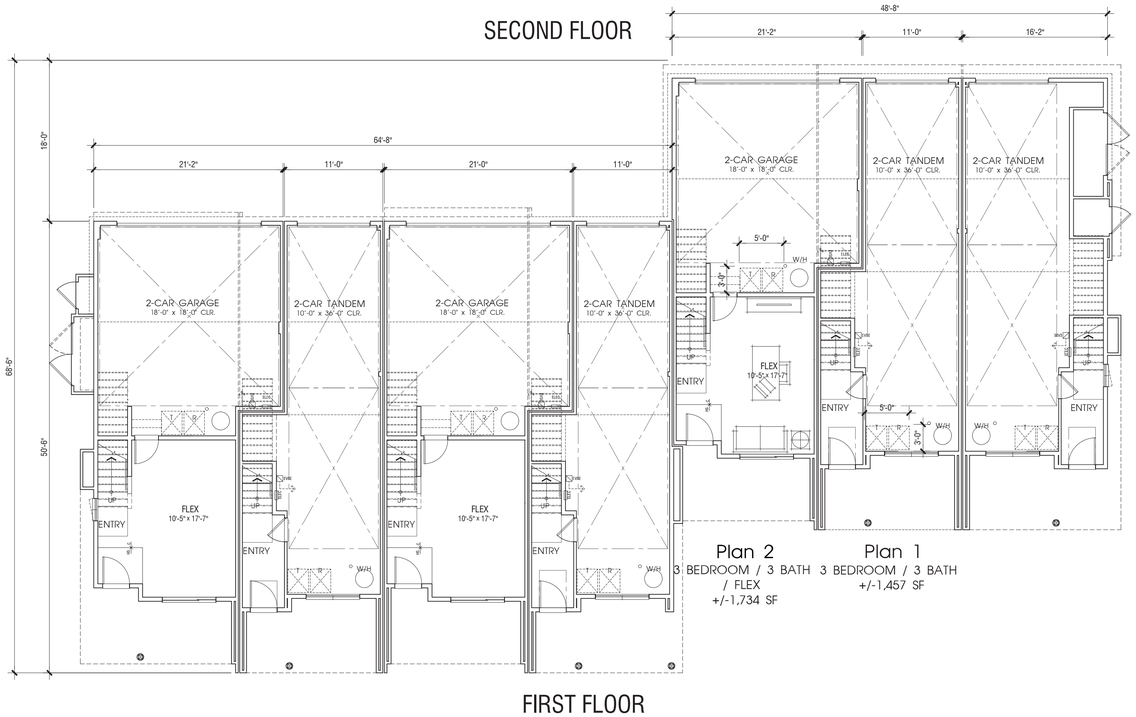
ORANGE COUNTY . LOS ANGELES . BAY AREA



THIRD FLOOR



SECOND FLOOR



Plan 2
3 BEDROOM / 3 BATH / FLEX
+/-1,734 SF

Plan 1
3 BEDROOM / 3 BATH
+/-1,457 SF

FIRST FLOOR

OCCUPANCY: R3
CONSTRUCTION TYPE: VB
SPRINKLER SYSTEM: 13D

NOTES:
1. SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION.
2. FLOOR PLANS NEED FURTHER REFINEMENTS TO MATCH ELEVATION DESIGN.

BLDG 700 | Conceptual Building Plans

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LONG BEACH, CA

A.7

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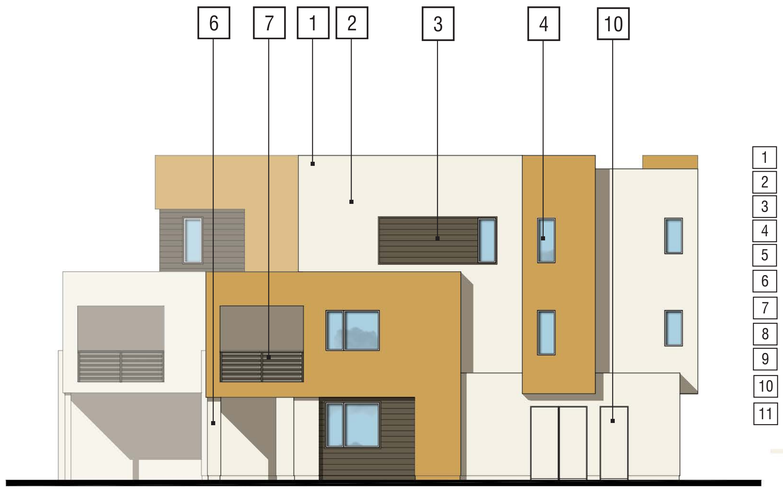
ORANGE COUNTY . LOS ANGELES . BAY AREA



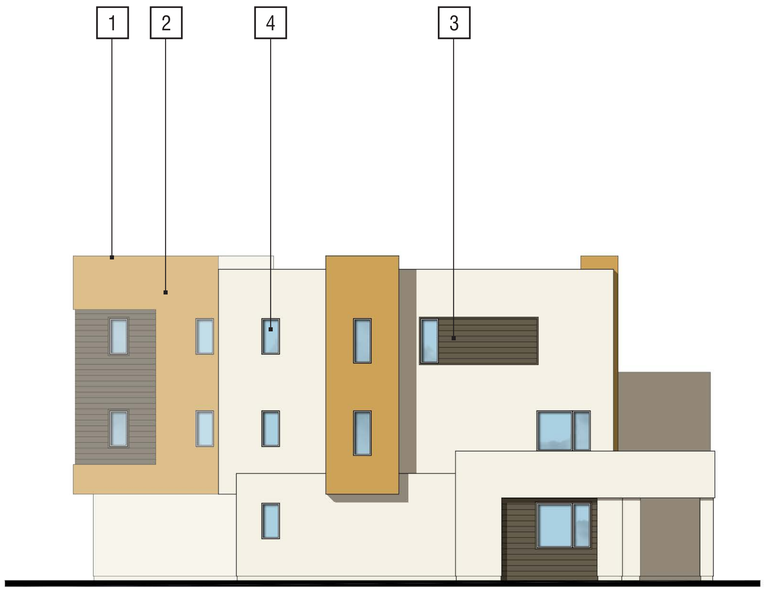
Right Elevation

Note: Artist's conception, colors, materials and application may vary.

MATERIALS:

1. Roof: Flat With Parapet
2. Stucco
3. Horizontal Lap Siding
4. Vinyl Windows
5. Entry Door
6. Stucco Column
7. Horizontal Railing
8. Metal Sectional Roll-Up Garage Door
9. Coach Light And Illuminated Address Panel
10. Utility Cabinet
11. Decorative Light Fixture

Rear Elevation



Refer to Landscape Drawings for wall, tree, shrubs and patio wall locations

Left Elevation

Front Elevation

Scheme 2

BLDG 700 | Conceptual Building Plans

City Ventures

5100 Long Beach Boulevard

LONG BEACH, CA

A.8

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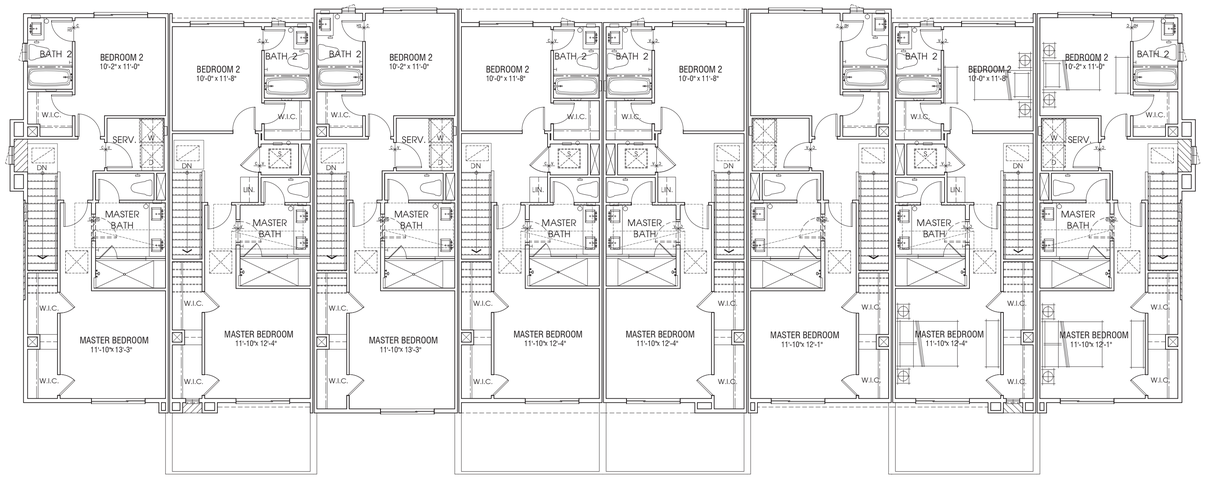
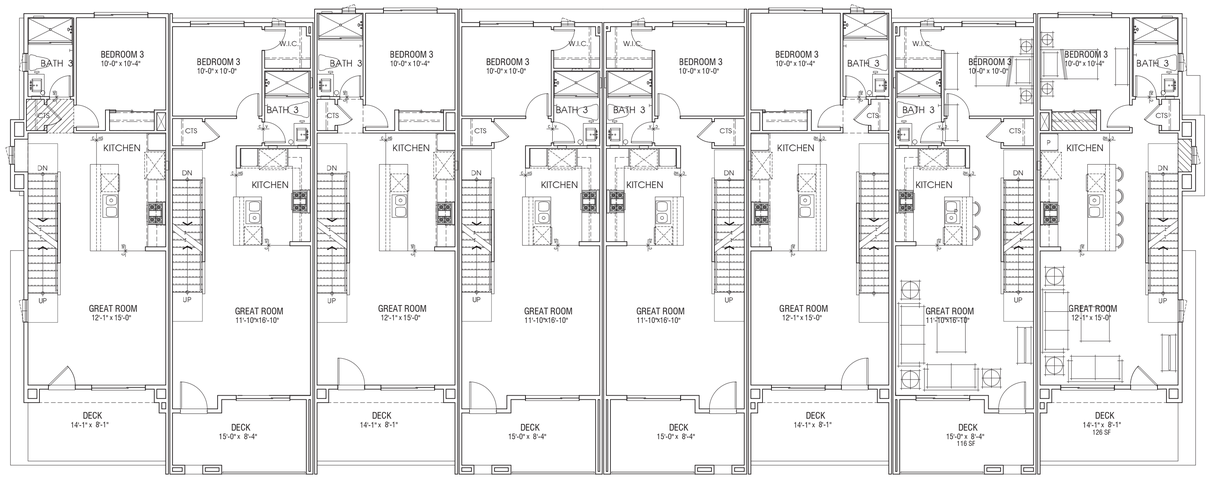
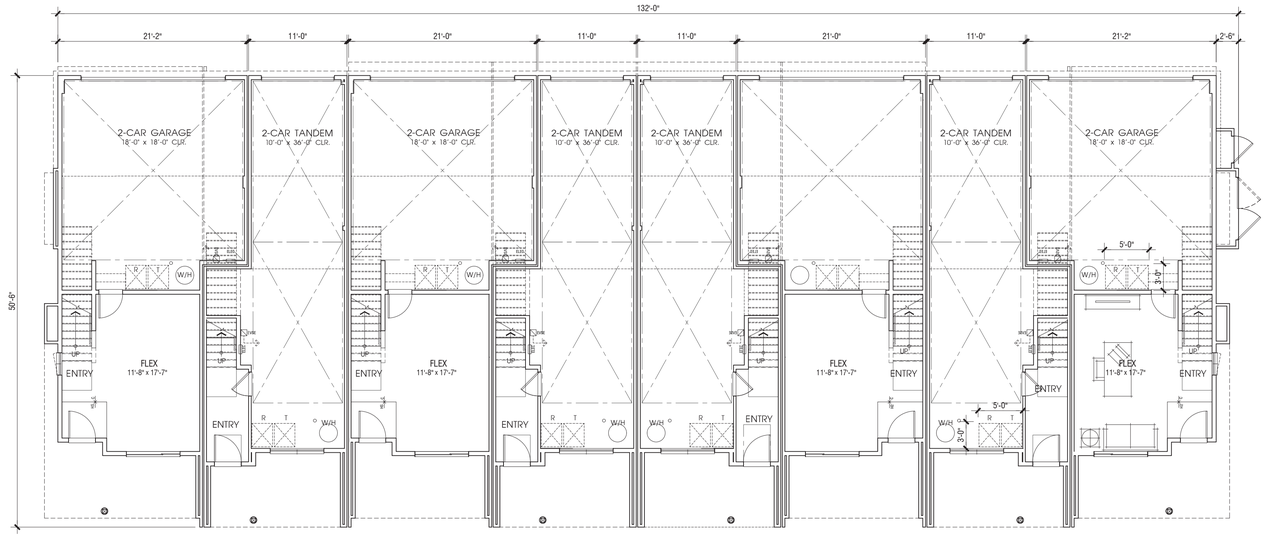
ORANGE COUNTY . LOS ANGELES . BAY AREA



THIRD FLOOR



SECOND FLOOR



FIRST FLOOR

OCCUPANCY: R3
CONSTRUCTION TYPE: VB
SPRINKLER SYSTEM: 13D

NOTES:
1. SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION.
2. FLOOR PLANS NEED FURTHER REFINEMENTS TO MATCH ELEVATION DESIGN.

Plan 1	Plan 2
3 BEDROOM / 3 BATH	3 BEDROOM / 3 BATH / FLEX
+/-1,457 SF	+/-1,734 SF

BLDG 800 | Conceptual Building Plans

5100 Long Beach Boulevard

LONG BEACH, CA

City Ventures

A.9

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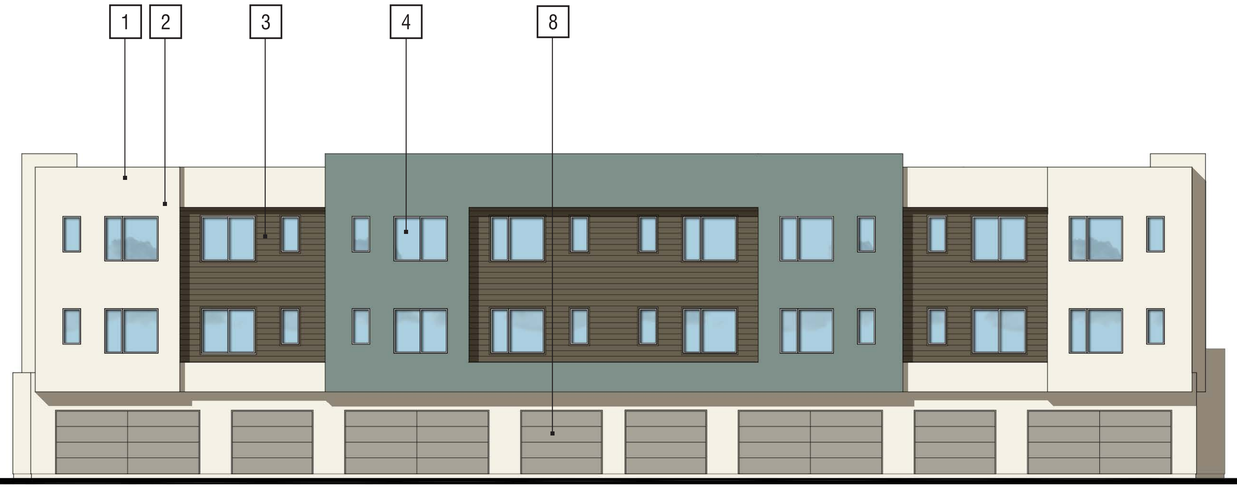
ORANGE COUNTY . LOS ANGELES . BAY AREA

MATERIALS:

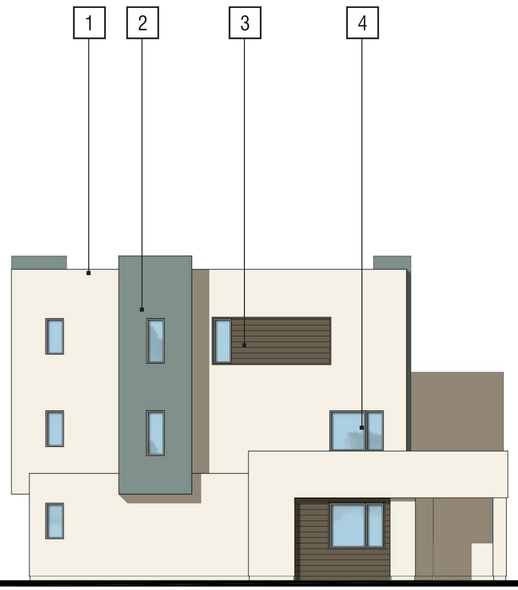
1. Roof: Flat With Parapet
2. Stucco
3. Horizontal Lap Siding
4. Vinyl Windows
5. Entry Door
6. Stucco Column
7. Horizontal Railing
8. Metal Sectional Roll-Up Garage Door
9. Coach Light And Illuminated Address Panel
10. Utility Cabinet
11. Decorative Light Fixture

Note: Artist's conception, colors, materials and application may vary.

Right Elevation



Rear Elevation



Refer to Landscape Drawings for wall, tree, shrubs and patio wall locations

Left Elevation

Front Elevation

Scheme 1

BLDG 800 | Conceptual Building Plans

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5100 Long Beach Boulevard

LONG BEACH, CA

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WHA.

ORANGE COUNTY . LOS ANGELES . BAY AREA

LONG BEACH A

5100 LONG BEACH BLVD

ENTITLEMENT

EXTERIOR COLOR/MATERIAL DESIGN

JULY 20, 2017

City Ventures

AT DESIGN CONSULTING, INC
2211 Michelson Drive Suite 450 Irvine, CA 92612
P: 949.724.1619 WWW.ATDESIGNCONSULTING.COM

AT DESIGN CONSULTING

Exterior Color + Material Specifications

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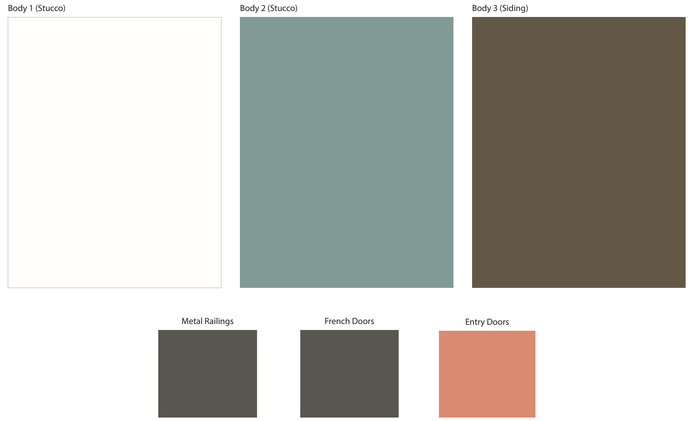
Paint and Miscellaneous Items

PAINT MANUFACTURER	All paint to be Sherwin Williams, unless otherwise stated differently.
PAINT APPLICATION	Typical, all paint colors should finish in inside corners. Overhangs, eaves, headers, etc. should be painted their specifically designated colors with the color being applied on all sides of each item, including the undersides.
NON-DECORATIVE ITEMS	All non-decorative items such as meter doors, non-decorative vents, etc. to be painted the same color as the adjacent field color.
ROOFTOP METALS	All rooftop metals to be painted to match the darkest color from the roof tile blend. See Exterior Color + Materials Specifications for exact roof tile specification.

SCHEME 1

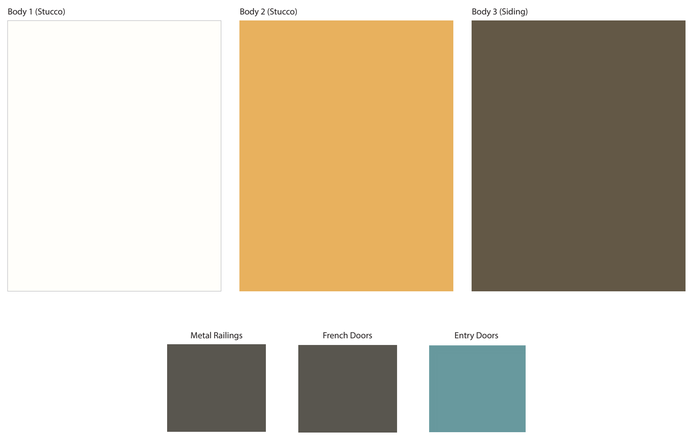


Exterior Color + Material Specifications

SCHEME 1

	ITEM	MANUFACTURER	COLOR & NAME
	Body 1 (Stucco)	Omega Products International *(to match Sherwin Williams paint)*	5/8 A 872 *(7566, Westhighland White)*
	Body 2 (Stucco)	Sherwin Williams	6214, Underseas
	Body 3 (Siding)	Sherwin Williams	7054, Suitable Brown
	Entry Door	Sherwin Williams	2854, Caribbean Coral
	French Doors	Sherwin Williams	7645, Thunder Gray
	Metals & Railings	Sherwin Williams	7645, Thunder Gray
Pre-Coated Colors by Manufacturer	**Gutters & Downspouts** *(Factory Finish)*	Custom-Bilt Metals	Weathered Bronze
	Garage Doors *(Factory Finish)*	Wayne Dalton	Taupe
	Windows *(Factory Finish)*	Milgard	White

SCHEME 2



Exterior Color + Material Specifications

SCHEME 2

	ITEM	MANUFACTURER	COLOR & NAME
	Body 1 (Stucco)	Omega Products International *(to match Sherwin Williams paint)*	5/8 A 872 *(7566, Westhighland White)*
	Body 2 (Stucco)	Sherwin Williams	6382, Ceremonial Gold
	Body 3 (Siding)	Sherwin Williams	7054, Suitable Brown
	Entry Door	Sherwin Williams	0020, Peacock Plume
	French Doors	Sherwin Williams	7645, Thunder Gray
	Metals & Railings	Sherwin Williams	7645, Thunder Gray
Pre-Coated Colors by Manufacturer	**Gutters & Downspouts** *(Factory Finish)*	Custom-Bilt Metals	Weathered Bronze
	Garage Doors *(Factory Finish)*	Wayne Dalton	Taupe
	Windows *(Factory Finish)*	Milgard	White

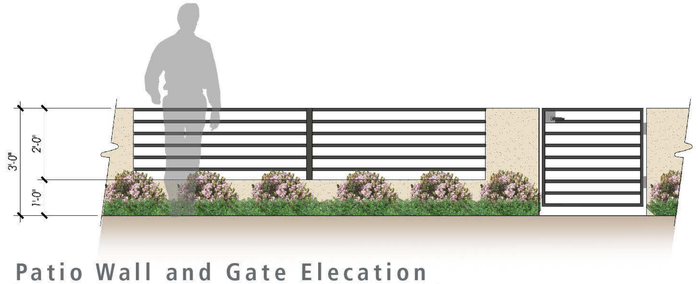
LEGEND

1. Vehicular Entry
2. Entry Monuments
3. Private Yard
   - Patio Walls - 36" ht. Stucco Low Wall with Fence Panel
   - Patio Gate - 36" ht. Gate to Match Fence Panel
4. Social Event Gardens
   - Decomposed Granite Paving
   - Event Lawn for Active Play or Passive Activities
   - Small Shade Structures with Community Seating
   - Formal Tree Rows
   - Vegetable Planter
5. Outdoor Living Space
   - Shade Structure with Decor Backdrop Wall
   - Enhanced Paving
   - Barbecue Kitchen with Harvest Table
   - Lounge Seating
   - Enhanced Landscaping
6. Rear Yard/Property Line Wall
7. Property Line Wall with Hedged Espaliers
8. Community Mailboxes
9. Accessible Parking
10. Asphalt Motorcourt
11. Accessible Community Sidewalks
12. City Sidewalk
13. Existing City Bus Stop
14. New Street Trees and Tree Wells at 25" o.c. with Root Barrier

3 PRIVATE YARD PATIO WALL AND GATE

- 12" ht. Low wall with stucco finish. Color to match Architecture.
- 24" ht. Tubular Steel Fence to match Architecture.
- 36" ht. Tubular Steel Gate to match Architecture.

Note:
1. 24" tubular steel fence, 4" opening maximum in between TS members. All TS members shall be metalized and received (2) coats of paint- paint color to match architecture
2. 36' tubular steel fence. 4" opening maximum in between TS members. All TS members shall be metalized and received (2) coats of paint- paint color to match architecture



Patio Wall and Gate Elecation
Scale: 1/2"=1'-0"

Root Barrier:
Provide root control barriers for street trees planted along Long Beach Boulevard according to the specifications of the Director of Public Works per Long Beach Municipal Code Section 21.42.050.

Irrigation Note:
All planting areas shall have a fully automatic irrigation system. Utilization water conserving features such as low-precipitation rate heads; low-flow micro sprays or drip irrigation, water sensors and multi-program controllers with weather station capability and drip circuit features. "Water Efficient Landscapes" irrigation system, scheduling and water use WELO calculations shall be designed to meet the requirements of the specifications of the Director of Public Works per Long Beach Municipal Code Section 21.42.050.

L-1

0 10' 20' 40'
Scale: 1" = 20'

LANDSCAPE PLAN

5100 LONG BEACH BLVD

LONG BEACH, CA

04.06.20

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INSPIRATIONAL IMAGERY

L-2

5100 LONG BEACH BLVD

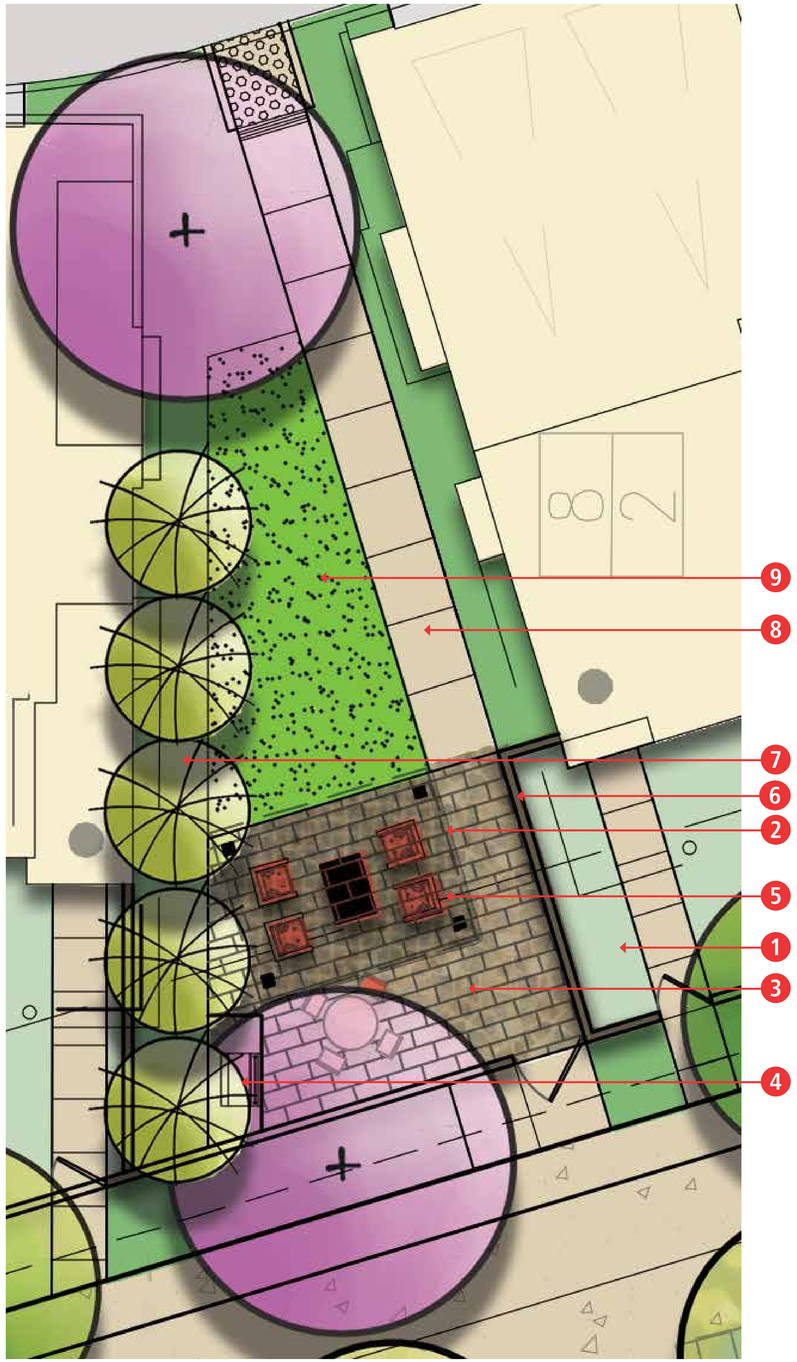
LONG BEACH, CA

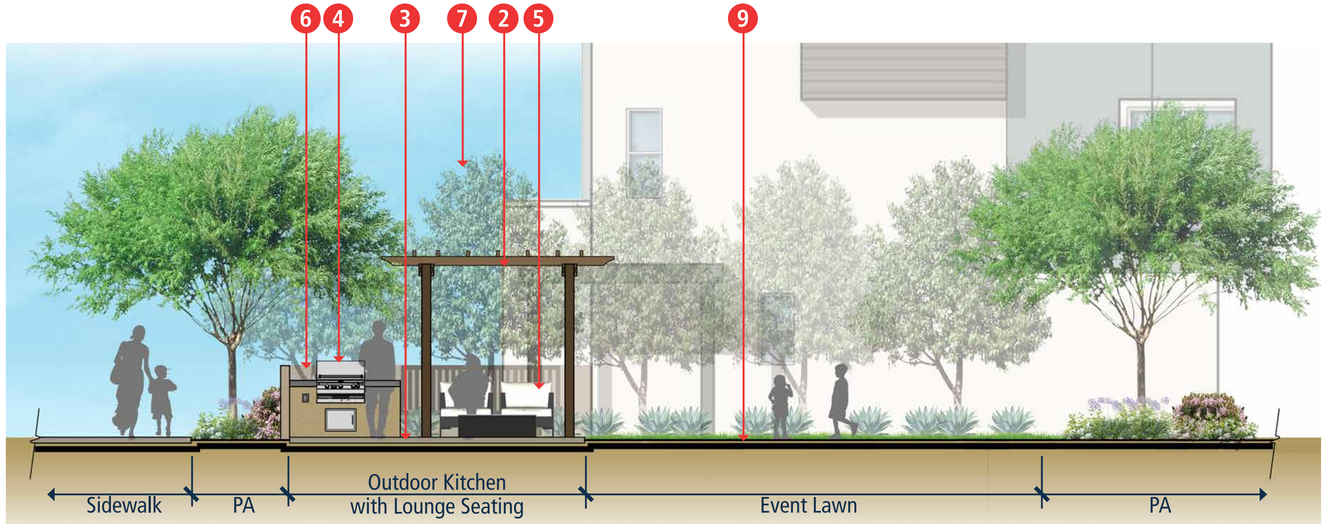
04.06.20

City Ventures · C&V CONSULTING, INC. · WHA. · C2 Collaborative LANDSCAPE ARCHITECTURE

LEGEND

1. Private Yard
2. Shade Structure with Decor Backdrop Wall
3. Enhanced Paving
4. Outdoor Kitchen with Built-in Barbecue
5. Outdoor Living Area with Lounge Seating
6. Rear Yard/Property Line Wall
7. Screen Planting
8. Accessible Community Sidewalks
9. Social Event Garden





ELEVATION A-A
SCALE: 1/4"=1'-0"

KEY MAP

L-3

Scale: 1/4" = 1'-0"

OUTDOOR LIVING SPACE ENLARGEMENT

5100 LONG BEACH BLVD

LONG BEACH, CA

04.06.20

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Trees












Shrubs & Groundcover

PLANT MATERIAL IMAGERY

PLANT PALETTE

	Botanical name (Common Name)	Size (Min. Size)	WUCOLS*
Trees			
1	Tristania conferta (Brisbane Box)	24”box	M
2	Bauhinia variegata (Purple Orchid Tree)	24”box	M
3	Fraxinus angustifolia (‘Raywood’ Ash)	24”box	M
4	Pinus canariensis (Canary Island Pine)	24”box	M
5	Lagerstroemia indica (Crape Myrtle)	24”box	M
6	Bambusa oldhamii (Giant Timber Bamboo)	48”box	L

Note: One (1) large canopy street tree, of not less than twenty-four inch (24”) box size, shall be provided for each twenty-five feet (25’) of property line length with irrigation along Long Beach Boulevard per Long Beach Municipal Code Section 21.42.050.

Shrubs & Groundcover			
1	Agave desmettiana (Smooth Agave)	15gal.	L
2	Chondropetalum tectorum (Cape Rush)	5gal.	M
3	Aloe vera (Aloe)	5gal.	L
4	Bougainvillea ‘Oo La La’ (Bougainvillea)	15gal.	L
5	Bulbine fructescens ‘Hallmark’ (Orange Stalked Bulbine)	5gal.	L
6	Yucca rostrata (Big Bend Yucca)	5gal.	L
7	Heteromeles arbutifolia (Toyon)	5gal.	VL
8	Lantana montevidensis ‘Alba’ (Lantana)	5gal.	L
9	Buxus japonica (Green Beauty Boxwood)	5gal.	M
10	Phlomis lanata (Jerusalem Sage)	5gal.	L
11	Podocarpus macrophyllus (Yew Pine)	5gal.	M
12	Equisetum hyemale (Horsetail)	5gal.	M

NOTE: 90% of this list is drought tolerant (low water use) plants.

Tree Grate
Mfr./Supplier: Urban Accessories
Model: COHO, 4’SQ
Finish: Raw Natural Finish

5100 LONG BEACH BLVD
LONG BEACH, CA

City Ventures · C&V CONSULTING, INC. · WHA. · C2 Collaborative LANDSCAPE ARCHITECTURE

VESTING TENTATIVE TRACT MAP NO. 77096

FOR CONDOMINIUM PURPOSES
CITY OF LONG BEACH, COUNTY OF LOS ANGELES,
STATE OF CALIFORNIA

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1: (APN NO. 7131-032-909) THAT PORTION OF LOT 53 OF TRACT NO. 3554, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 38, PAGES 44 AND 45 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WESTERLY OF THE SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF CEDAR AVENUE, AS SAID WESTERLY LINE IS SHOWN ON MAP OF TRACT NO. 7990, RECORDED IN BOOK 95, PAGES 26 AND 27 OF MAPS, RECORDS OF SAID COUNTY.

PARCEL 2: (APN NO. 7131-032-910) THE NORTH 100 FEET OF THAT PORTION OF LOT 53 OF TRACT NO. 3554, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 38, PAGES 44 AND 45 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY LYING WEST OF THE SOUTHERLY PROLONGATION OF THE WEST LINE OF CEDAR AVENUE AS SHOWN ON TRACT NO. 7990 AS PER MAP RECORDED IN BOOK 95, PAGE 26 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3: (APN NO. 7131-032-905) LOT 1 OF TRACT NO. 26620, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 675, PAGE 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 4: (APN NO. 7131-032-908 AND 7131-032-911) LOTS 1, 2 AND 3 IN BLOCK "A" OF TRACT NO. 7990, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 95 PAGES 26 AND 27 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 5: (APN NO. 7131-032-900) LOT 2 OF TRACT NO. 26620, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 675, PAGE 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND AN EASEMENT OVER THE NORTHERLY 2 FEET OF LOT 1 OF TRACT 26620 FOR WATER LINES.

PARCEL 6: (APN NO. 7131-032-912) THE NORTH 93.87 FEET OF LOT 4 IN BLOCK "A" OF TRACT NO. 7990, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 95 PAGE(S) 26 AND 27 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 7: (APN NO. 7131-032-913) THE SOUTH 15 FEET OF LOT 4 IN BLOCK "A" OF TRACT NO. 7990, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 95 PAGE(S) 26 AND 27 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

OWNER/SUBDIVIDER:

City Ventures
3121 Michelson Drive, Suite 150
Irvine, California 92612
Office: (949) 258-7555

ENGINEER INFORMATION:

C&V Consulting, Inc.
6 Orchard, Suite 200
Lake Forest, California 92630
Office: (949) 916-3800

SITE ADDRESS:

5100 LONG BEACH BLVD.
LONG BEACH, CA

ASSESSOR'S PARCEL NUMBERS:

PARCEL 1 APN:	7131-032-909
PARCEL 2 APN:	7131-032-910
PARCEL 3 APN:	7131-032-905
PARCEL 4 APN:	7131-032-911
PARCEL 5 APN:	7131-032-900
PARCEL 6 APN:	7131-032-912
PARCEL 7 APN:	7131-032-913

BENCHMARK:

DESIGNATION:
CITY OF LONG BEACH BENCH MARK NUMBER 126
DESCRIPTION:
BRASS DISC FLUSH WITH PVMT STAMPED "CLB BM 126 1966" 27.0' W / CURB 1.0' N / CURB.
ELEVATION:
40.354' 1985 ADJ. NGVD 29 MSL

LAND USE SUMMARY

GROSS AREA: 1.804 AC. +/-
NET AREA: 1.606 AC. +/-
TOTAL PROPOSED LOTS: 1
TOTAL PROPOSED DWELLING UNITS: 38 CONDOS

FLOOD ZONE:

THE SUBJECT PROPERTY FALLS WITHIN "ZONE X" OF PANEL 1955F OF 2350 OF FLOOD INSURANCE RATE MAP NUMBER 060136, EFFECTIVE SEPTEMBER 26, 2008.

SHEET INDEX

SHEET NO.	DESCRIPTION
SHEET 1	TENTATIVE TRACT MAP
SHEET 2	REQUIRED STREET DEDICATIONS
SHEET 3	PRELIMINARY GRADING PLAN
SHEET 4	PRELIMINARY UTILITY PLAN
SHEET 5	FIRE ACCESS & HYDRANT LOCATION PLAN

UTILITY PURVEYORS:

SEWER
LONG BEACH WATER DEPARTMENT
1800 E WARDLOW RD
LONG BEACH, CA 90807
(562) 570-2300

WATER
LONG BEACH WATER DEPARTMENT
1800 E WARDLOW RD
LONG BEACH, CA 90807
(562) 570-2300

STORM DRAIN
LONG BEACH PUBLIC WORKS
333 W OCEAN BLVD
LONG BEACH, CA 90802
(562) 570-6383

ELECTRICITY
SOUTHERN CALIFORNIA EDISON CO.
125 ELM AVE, 1ST FLOOR
LONG BEACH, CA 90802
(562) 491-3803

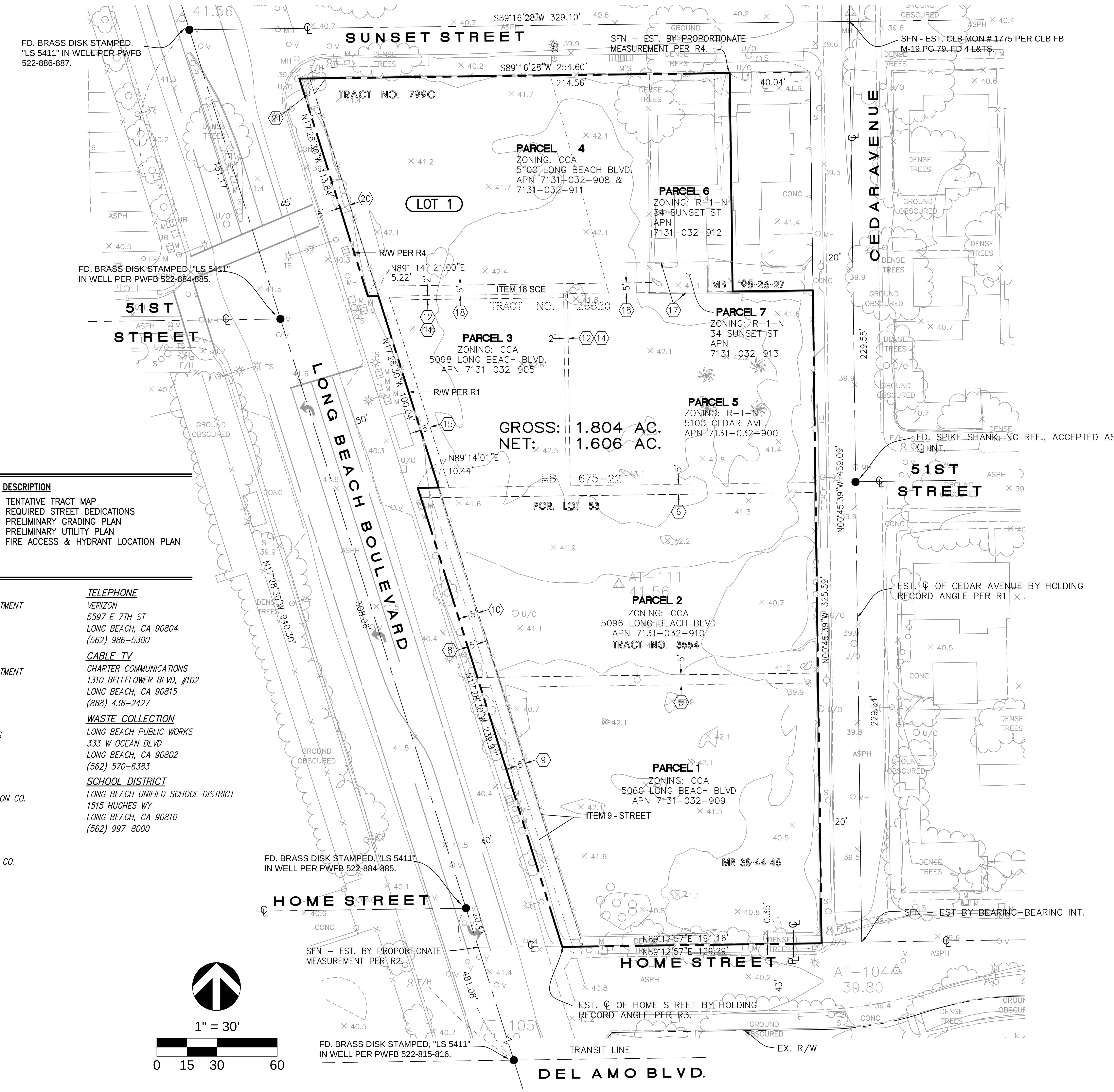
GAS
SOUTHERN CALIFORNIA GAS CO.
2400 E SPRING ST
LONG BEACH, CA 90806
(562) 570-2000

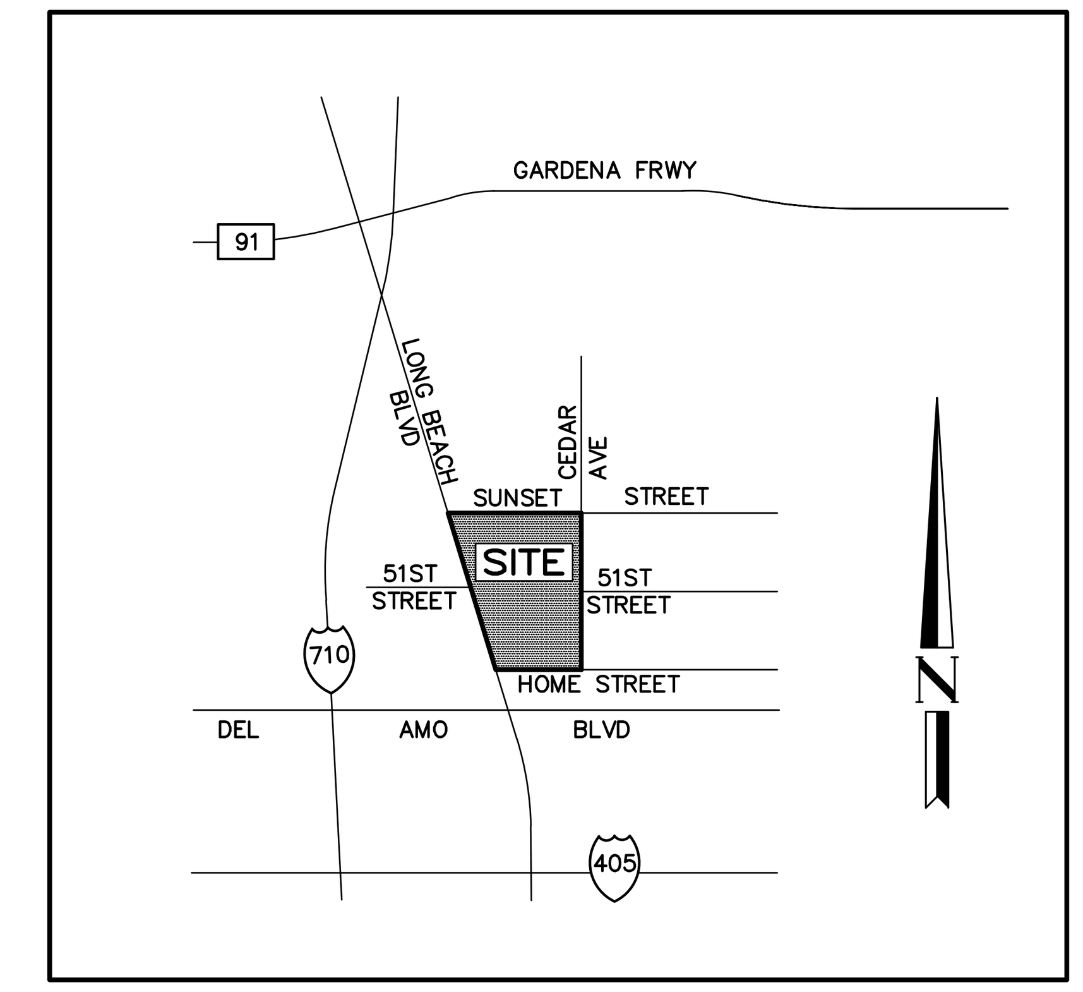
TELEPHONE
VERIZON
5597 E 7TH ST
LONG BEACH, CA 90804
(562) 986-5300

CABLE TV
CHARTER COMMUNICATIONS
1310 BELLFLOWER BLVD, #102
LONG BEACH, CA 90815
(888) 438-2427

WASTE COLLECTION
LONG BEACH PUBLIC WORKS
333 W OCEAN BLVD
LONG BEACH, CA 90802
(562) 570-6383

SCHOOL DISTRICT
LONG BEACH UNIFIED SCHOOL DISTRICT
1515 HUGHES WY
LONG BEACH, CA 90810
(562) 997-8000





VICINITY MAP
N.T.S.

EXISTING EASEMENT NOTES:

(5) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED JULY 29, 1949 AS INSTRUMENT NO. 2254 OF OFFICIAL RECORDS. AFFECTS: PARCEL 1

(6) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED AUGUST 29, 1949 AS INSTRUMENT NO. 1983 IN BOOK 30882 PAGE 122 OF OFFICIAL RECORDS. AFFECTS: PARCEL 2

(8) AN EASEMENT FOR SIDEWALK PURPOSES, INCLUDING ALL RELATED RIGHT-OF-WAY AND INCIDENTAL PURPOSES, RECORDED MARCH 9, 2009 AS INSTRUMENT NO. 20090328655 OF OFFICIAL RECORDS. IN FAVOR OF: CITY OF LONG BEACH, A MUNICIPAL CORPORATION AFFECTS: PARCEL 2

(9) AN EASEMENT FOR SIDEWALK PURPOSES, INCLUDING ALL RELATED RIGHT-OF-WAY AND INCIDENTAL PURPOSES, RECORDED JUNE 1, 2010 AS INSTRUMENT NO. 20100737083 OF OFFICIAL RECORDS. IN FAVOR OF: CITY OF LONG BEACH, A MUNICIPAL CORPORATION AFFECTS: PARCEL 1

(10) AN EASEMENT FOR SIDEWALK PURPOSES, INCLUDING ALL RELATED RIGHT-OF-WAY AND INCIDENTAL PURPOSES, RECORDED JUNE 1, 2010 AS INSTRUMENT NO. 20100737084 OF OFFICIAL RECORDS. IN FAVOR OF: CITY OF LONG BEACH, A MUNICIPAL CORPORATION. AFFECTS: PARCEL 2

(12) AN EASEMENT FOR WATER LINES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED SEPTEMBER 26, 1961 AS INSTRUMENT NO. 832 OF OFFICIAL RECORDS. AFFECTS: PARCEL 3

(13) AN EASEMENT SHOWN OR DEDICATED ON THE MAP AS REFERRED TO IN THE LEGAL DESCRIPTION FOR: INGRESS AND EGRESS AND INCIDENTAL PURPOSES. AFFECTS: PARCEL 3

(14) AN EASEMENT FOR WATER LINES AND INCIDENTAL PURPOSES, RECORDED IN BOOK D1366, PAGE 358 OF OFFICIAL RECORDS. IN FAVOR OF: VERNON B. PIERSON AND ARDIS E. PIERSON, HUSBAND AND WIFE. AFFECTS: PARCEL 5

(15) AN EASEMENT FOR SIDEWALK PURPOSES, INCLUDING ALL RELATED RIGHT-OF-WAY AND INCIDENTAL PURPOSES, RECORDED MARCH 9, 2009 AS INSTRUMENT NO. 20090328656 OF OFFICIAL RECORDS. IN FAVOR OF: CITY OF LONG BEACH, A MUNICIPAL CORPORATION AFFECTS: PARCEL 3.

(17) THE EFFECT OF AN EASEMENT OVER THE SOUTHERLY 15 FEET OF LOT 3 TO BE USED AS COMMUNITY DRIVEWAY, IN CONJUNCTION WITH THE SOUTHERLY 15 FEET OF LOTS 4 AND 5 OF SAID TRACT, AS CREATED IN THE DEED FROM PAUL F. CHENOT AND WIFE, TO LEROY A. MORTON AND WIFE, CONVEYING LOT 4 SAID TRACT, RECORDED IN BOOK 6741 PAGE 93 OFFICIAL RECORDS.

(18) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED IN BOOK 30657, PAGE 182 OF OFFICIAL RECORDS. AFFECTS: PARCEL 4.

(20) AN EASEMENT FOR SIDEWALK PURPOSES, INCLUDING ALL RELATED RIGHT-OF-WAY AND INCIDENTAL PURPOSES, RECORDED JUNE 1, 2010 AS INSTRUMENT NO. 20100737081 OF OFFICIAL RECORDS. IN FAVOR OF: CITY OF LONG BEACH, A MUNICIPAL CORPORATION AFFECTS: LOTS 1 AND 2 OF PARCEL 4.

(21) AN EASEMENT FOR SIDEWALK PURPOSES, INCLUDING ALL RELATED RIGHT-OF-WAY AND INCIDENTAL PURPOSES, RECORDED JUNE 1, 2010 AS INSTRUMENT NO. 20100737082 OF OFFICIAL RECORDS. IN FAVOR OF: CITY OF LONG BEACH, A MUNICIPAL CORPORATION AFFECTS: LOT 1 OF PARCEL 4. AFFECTS: PARCELS 6 AND 7.

ABBREVIATIONS

BDY	BOUNDARY	LP	LOW POINT
BLDG	BUILDING	LT	LIGHT
BIO-FILT	BIO-FILTRATION	MH	MANHOLE
BW	BACK OF WALK	N.A.P.	NOT A PART
CB	CATCH BASIN	PA	PLANTER AREA
CLF	CHAIN LINK FENCE	PCC	PORTLAND CEMENT CONCRETE
CO	CLEANOUT	PIV	POST INDICATOR VALVE
CONC	CONCRETE	P/L	PROPERTY LINE
DDCA	DOUBLE DETECTOR CHECK ASSEMBLY	PP	POWER POLE
DRWY	DRIVEWAY	PR	PROPOSED
E	ELECTRICAL OR EAST	RH	RETAINED HEIGHT
ELEC	ELECTRICAL	R/W	RIGHT-OF-WAY
ESMT	EASEMENT	SD	STORM DRAIN
EX	EXISTING	SL	STREET LIGHT
FDC	FIRE DEPARTMENT CONNECTION	SS	SANITARY SEWER
FF	FINISHED FLOOR	TC	TOP OF CURB
FH	FIRE HYDRANT	TG	TOP OF GRATE
FS	FINISHED SURFACE	TW	TOP OF WALL
FW	FIRE WATER	TYP	TYPICAL
GFF	GARAGE FINISHED FLOOR	VCP	VITRIFIED CLAY PIPE
INV	INVERT	W	WATER OR WEST
JS	JUNCTION STRUCTURE	WM	WATER METER
LACFCD	LA COUNTY FLOOD CONTROL DISTRICT	WQ	WATER QUALITY

REVISIONS

REV	DATE	DESCRIPTION

PREPARED FOR:

City Ventures
REAL ESTATE INVESTMENT

CITY VENTURES
3121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 90660
(949) 258-7555

PREPARED BY:

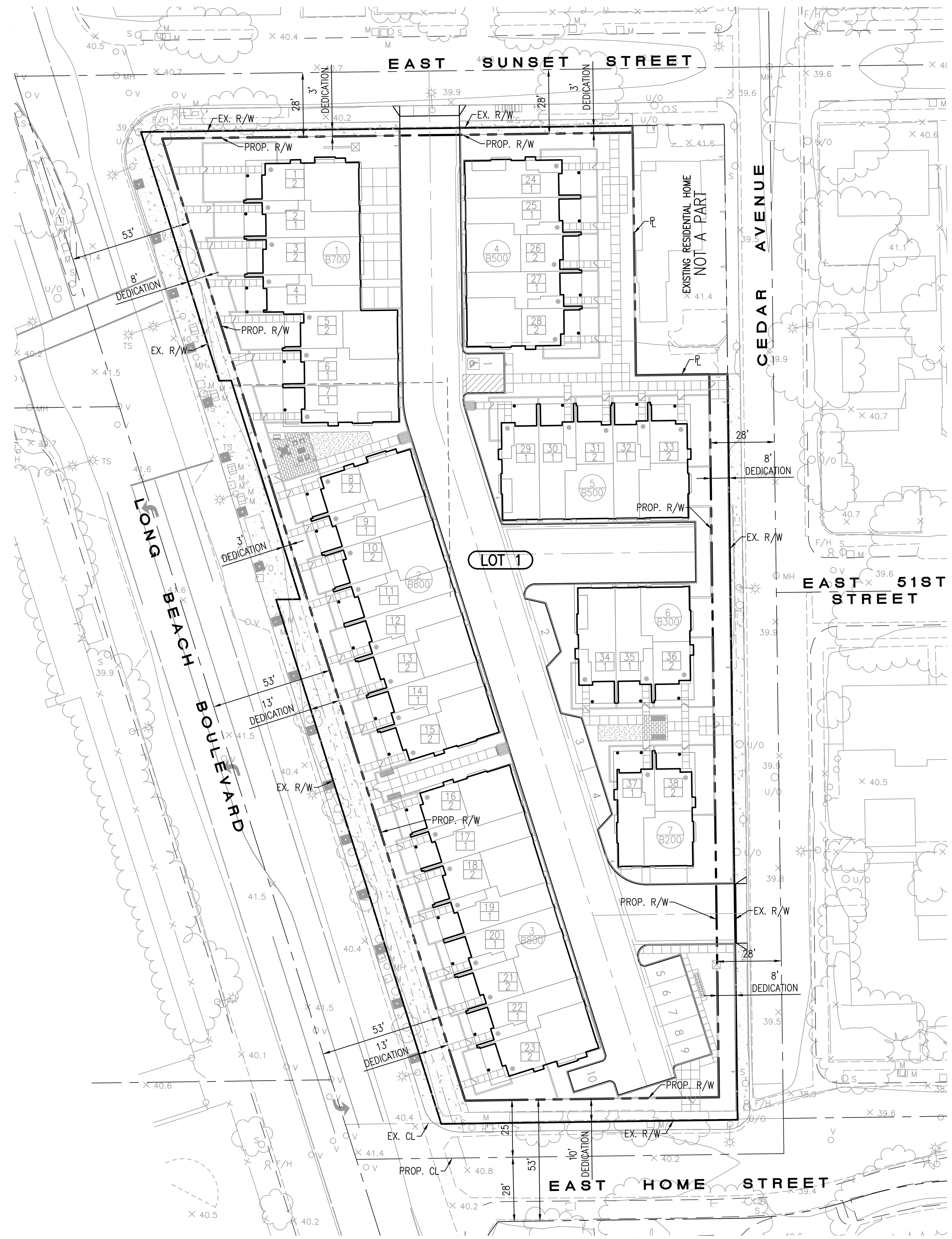
C&V CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING & SURVEYING
6 ORCHARD, SUITE 200
LAKE FOREST, CA 92630
T. 949.916.3800
F. 949.916.3805
CVC-INC.NET

PROFESSIONAL LAND SURVEYOR
DANE P. MCDOUGAL
L.S. 9297
STATE OF CALIFORNIA

CITY OF LONG BEACH
DEPARTMENT OF DEVELOPMENT SERVICES / PLANNING DIVISION

VESTING TENTATIVE TRACT MAP NO. 77096
5100 LONG BEACH BOULEVARD
VESTING TENTATIVE TRACT MAP

SHEET 1 OF 5



LEGEND

- EXISTING RIGHT OF WAY
- PROPERTY LINE/PROPOSED RIGHT OF WAY
- CENTERLINE

1" = 30'

0 15 30 60

REVISIONS		
REV	DATE	DESCRIPTION

PREPARED FOR:

City Ventures
REAL ESTATE INVESTMENT

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IRVINE, CA 90660
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T. 949.916.3800
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CVC-INC.NET

PROFESSIONAL LAND SURVEYOR DANE P. McDOUGALL L.S. 9297 STATE OF CALIFORNIA

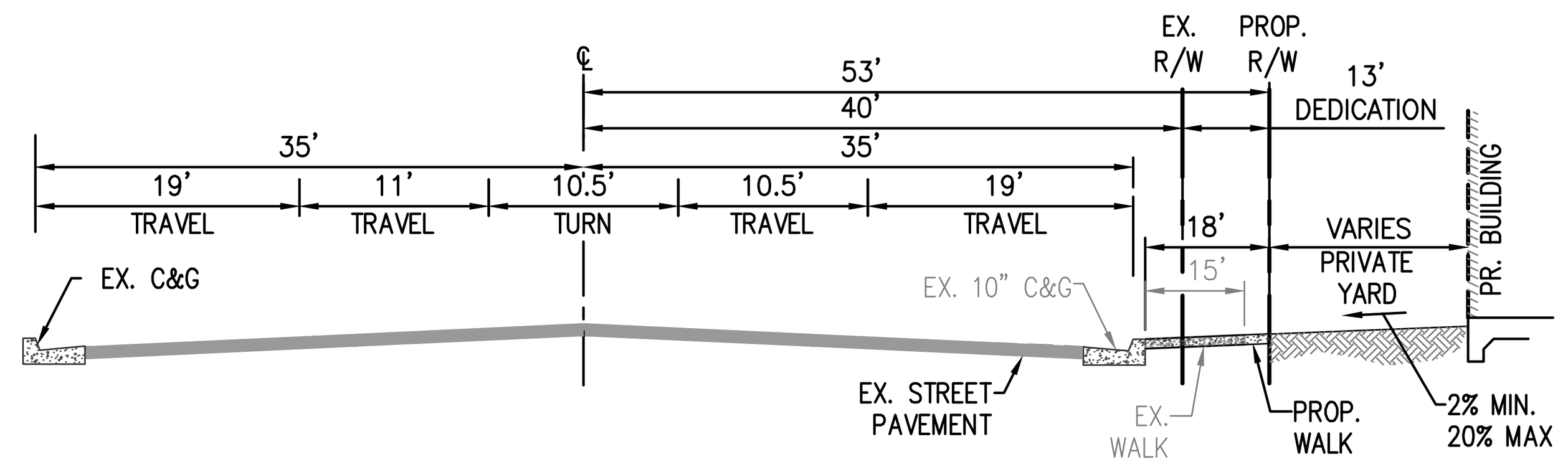
CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES / PLANNING DIVISION

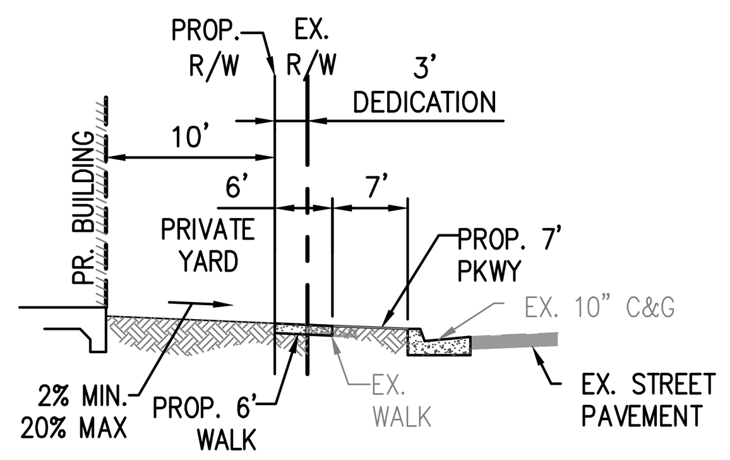
VESTING TENTATIVE TRACT MAP NO. 77096
5100 LONG BEACH BOULEVARD
REQUIRED STREET DEDICATIONS

SHEET 2 OF 5

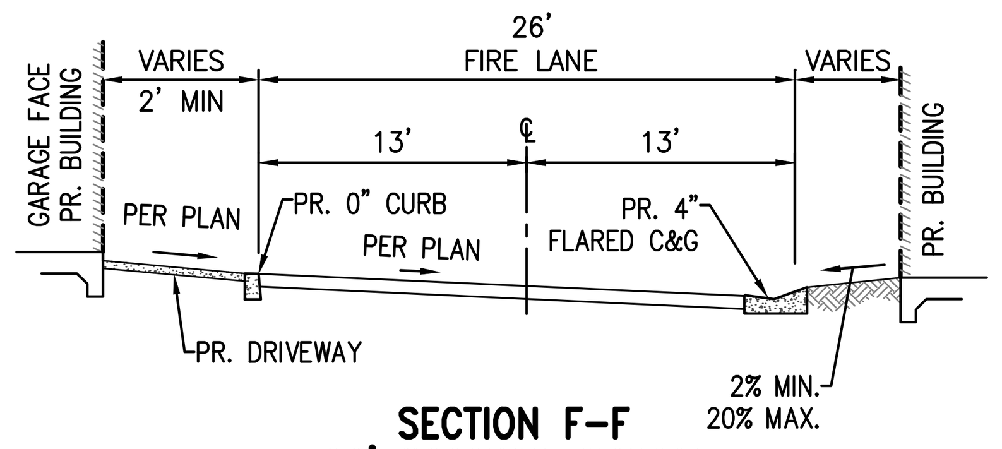
PLAN SET: PS08 DATE: 06/30/2020



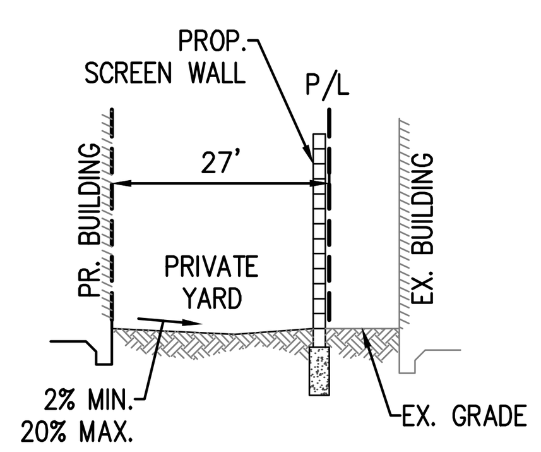
SECTION A-A
LONG BEACH BOULEVARD
NOT TO SCALE



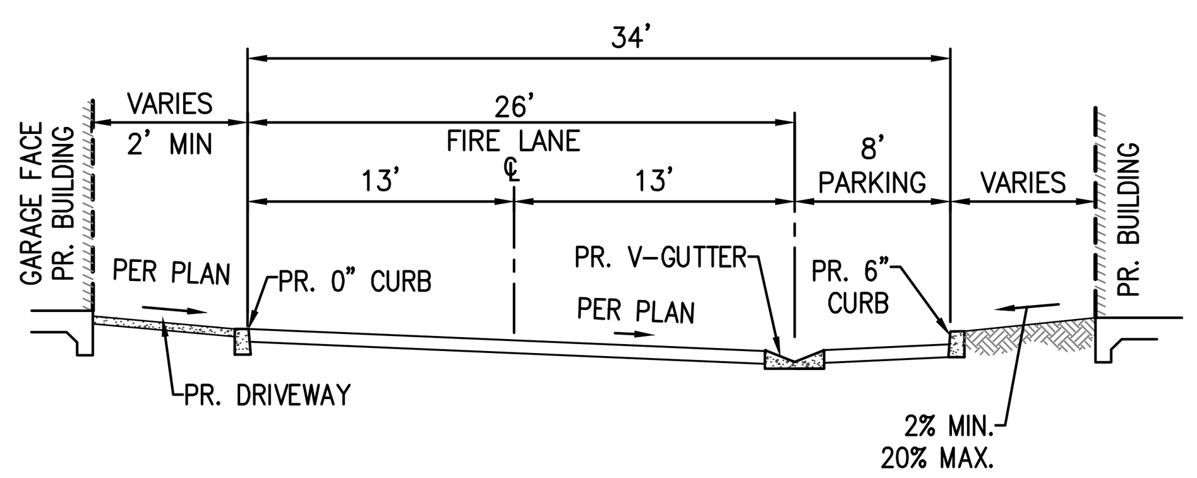
SECTION B-B
EAST SUNSET STREET
NOT TO SCALE



SECTION F-F
26' INTERIOR STREET
NOT TO SCALE



SECTION C-C
NORTH-EASTERLY PROPERTY LINE
NOT TO SCALE



SECTION G-G
26' INTERIOR STREET
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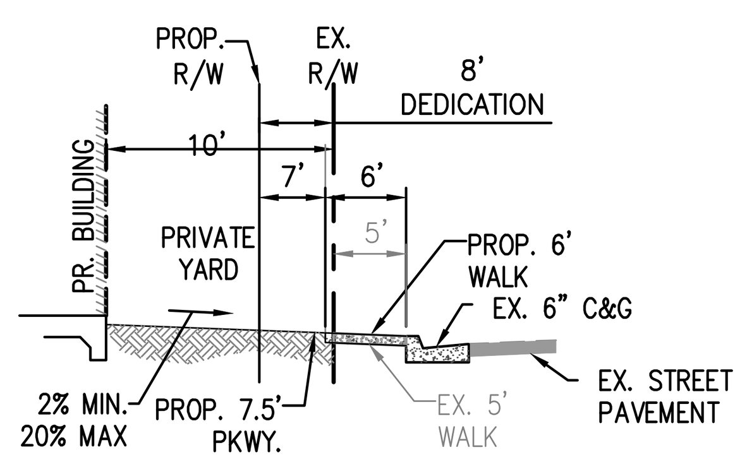
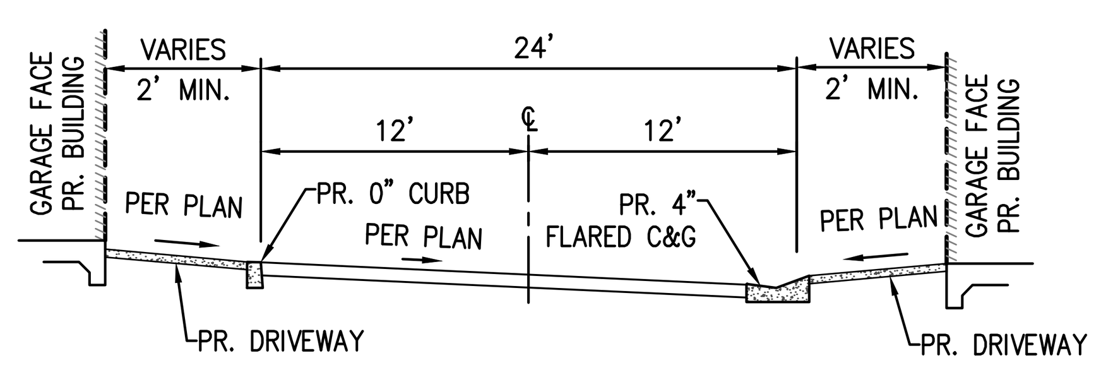


SECTION D-D
CEDAR AVENUE
NOT TO SCALE



SECTION H-H
24' INTERIOR STREET
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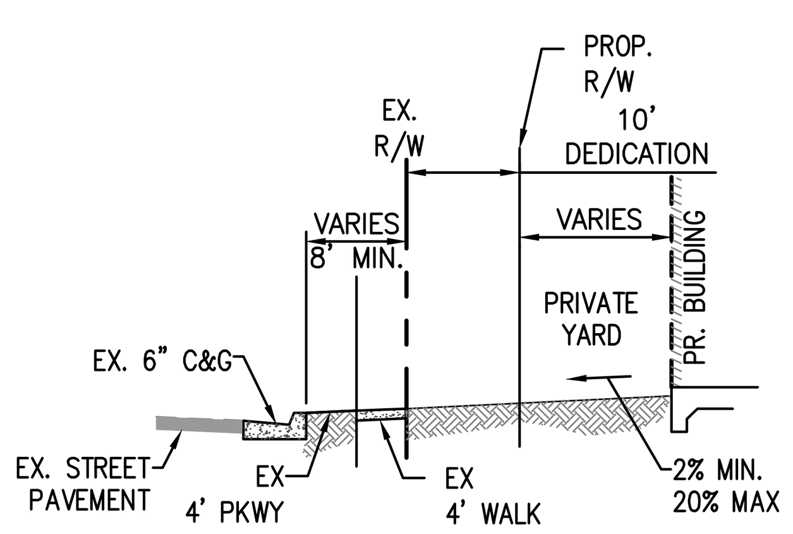
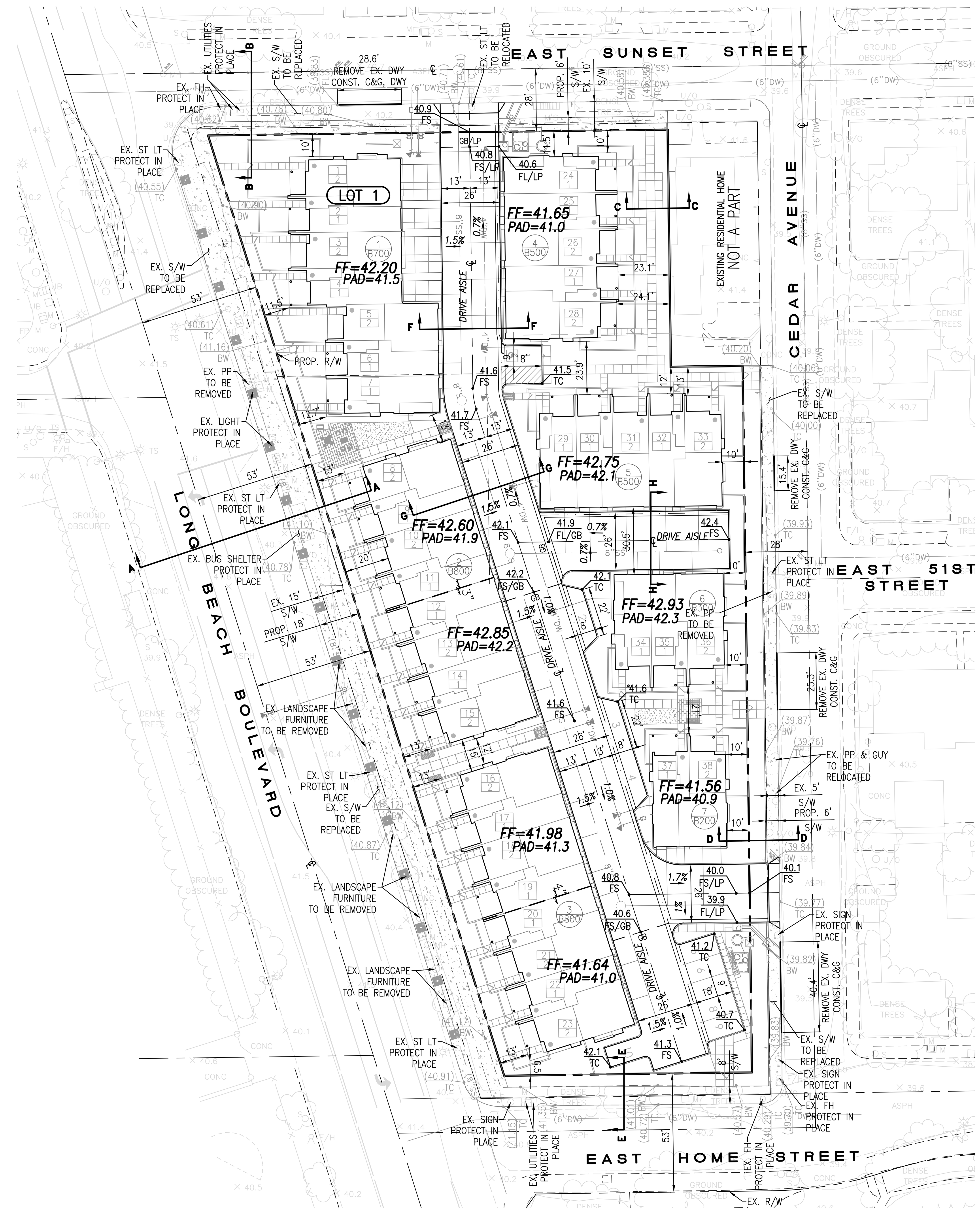


SECTION E-E
EAST HOME STREET
NOT TO SCALE



1" = 30'
0 15 30 60

REVISIONS		
REV	DATE	DESCRIPTION

PREPARED FOR:

City Ventures
REAL ESTATE INVESTMENT

CITY VENTURES
3121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 90660
(949) 258-7555

PREPARED BY:

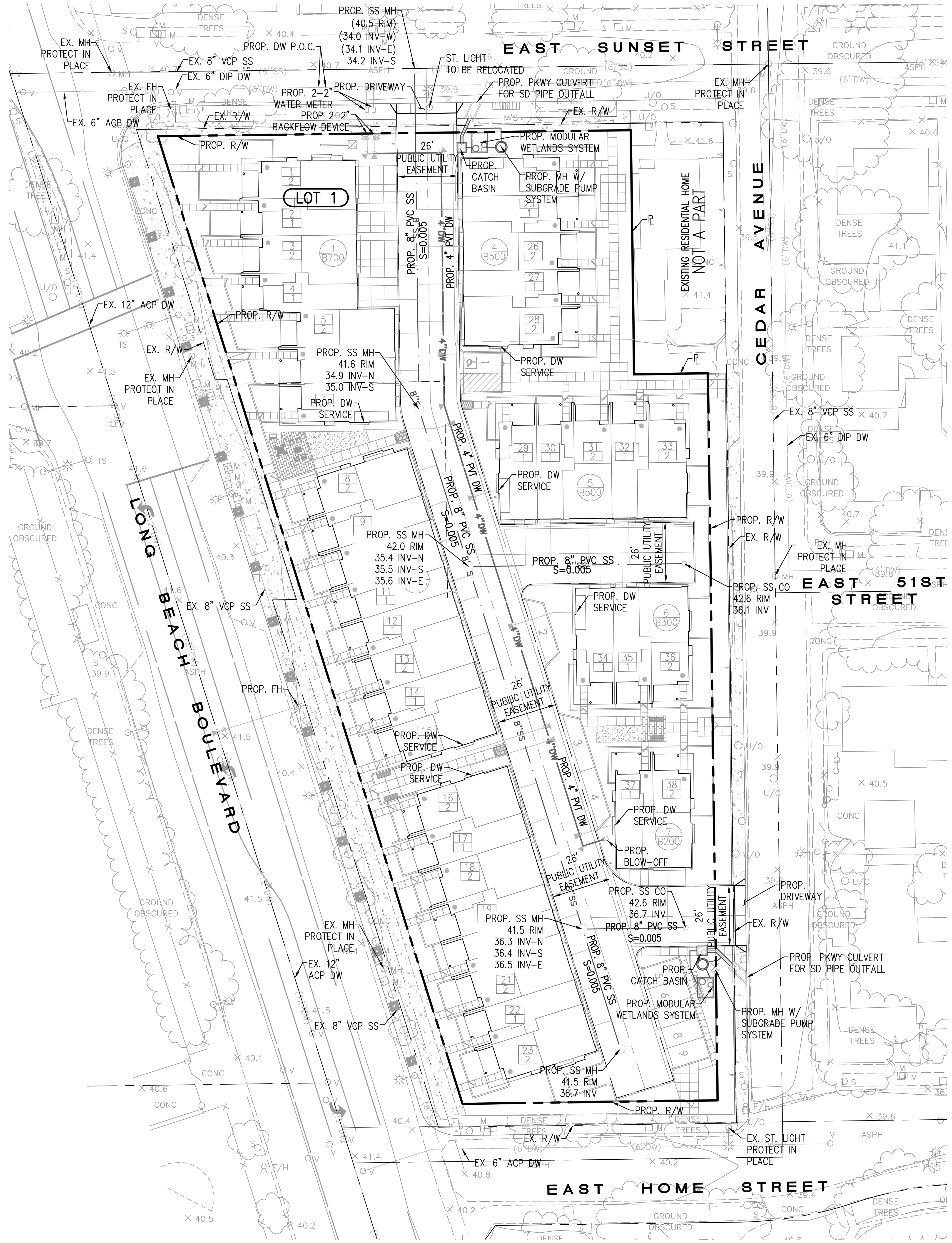
C&V CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING & SURVEYING
6 ORCHARD, SUITE 200
LAKE FOREST, CA 92630
T. 949.916.3800
F. 949.916.3805
CVC-INC.NET

PROFESSIONAL LAND SURVEYOR
DANE P. MCDOUGALL
L.S. 9297
STATE OF CALIFORNIA

CITY OF LONG BEACH
DEPARTMENT OF DEVELOPMENT SERVICES / PLANNING DIVISION

VESTING TENTATIVE TRACT MAP NO. 77096
5100 LONG BEACH BOULEVARD
PRELIMINARY GRADING PLAN

SHEET 3 OF 5



1" = 30'

0 15 30 60

ABBREVIATIONS

ACP	ASBESTOS-CEMENT PIPE
CO	CLEANOUT
DCDA	DOUBLE-CHECK DETECTOR ASSEMBLY
DW	DOMESTIC WATER
FH	FIRE HYDRANT
FL	FLOW LINE
FW	FIRE WATER
INV	INVERT
MH	MANHOLE
PKWY	PARKWAY
POC	POINT OF CONNECTION
PVC	POLYVINYL CHLORIDE
PVT	PRIVATE
℞	PROPERTY LINE
PROP	PROPOSED
R/W	RIGHT-OF-WAY
SD	STORM DRAIN
SS	SANITARY SEWER
ST	STREET
TC	TOP OF CURB
VCP	VITRIFIED CLAY PIPE

REVISIONS		
REV	DATE	DESCRIPTION

PREPARED FOR:

City Ventures REAL ESTATE INVESTMENT

CITY VENTURES
3121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 90660
(949) 258-7555

PREPARED BY:

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CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES / PLANNING DIVISION

VESTING TENTATIVE TRACT MAP NO. 77096
5100 LONG BEACH BOULEVARD

PRELIMINARY UTILITY PLAN

SHEET 4 OF 5

PLAN SET: PS08 DATE: 06/30/2020

PROJECT GENERAL NOTES:

1. ALL FIRE ACCESS LANES MEET LACoFD MINIMUM REQUIREMENTS 28' & 54' RADII.

2. THIS PROJECT DOES NOT HAVE ANY FUEL MODIFICATION OR WILD LAND EXPOSURES AND IS NOT IN A VERY HIGH FIRE HAZARD ZONE.

3. THIS PROJECT IS DESIGNED IN CONFORMANCE WITH THE CBC, 2016 EDITION.

4. ALL FIRE ACCESS ROADS SHALL BE ALL WEATHER, MEET THE CRITERIA OF AN ALL WEATHER DRIVING SURFACE AND COMPLY WITH LACoFD GUIDELINE FOR FIRE APPARATUS ROADS.

5. LARGEST BUILDING SQ. FOOTAGE = 6,049 SQ. FT.

6. BUILDINGS ARE DESIGNATED TYPE V–B.

7. ALL BUILDING OCCUPANCIES ARE R–3.

8. THE BUILDING HEIGHTS ARE APPROXIMATELY 38 FEET MAX.

9. ALL BUILDINGS ON THE SITE WILL BE SPRINKLERED PER NFPA–13D.

10. BUILDING ADDRESS NUMBER SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE NUMBERS SHALL BE A MINIMUM 3 INCHES HIGH, 1 INCH WIDE WITH A 3/8 INCH STROKE. FOR BUILDINGS SET BACK MORE THAN 150 FEET FROM THE STREET, THE NUMBERS SHALL BE A MINIMUM 5 INCHES HIGH, 2 INCHES WIDE WITH A 1/2 INCH STROKE. FIRE CODE 908.4.4.

11. A KEY BOX SHALL BE PROVIDED AT THE MAIN ENTRANCE, IN ACCORDANCE WITH FIRE CODE 902.4, AND AS SET FORTH IN FIRE DEPARTMENT REGULATION 5.

12. THE REQUIRED FIRE FLOW FOR PUBLIC FIRE HYDRANTS AT THIS LOCATION IS ___ GALLONS PER MINUTE, AT 20 PSI RESIDUAL PRESSURE, FOR A DURATION OF 2 HOURS OVER AND ABOVE MAXIMUM DAILY DOMESTIC DEMAND. FIRE CODE 903.2 AND FIRE DEPARTMENT REGULATION 8.

13. THE REQUIRED FIRE FLOW FOR ON–SITE FIRE HYDRANTS AT THIS LOCATION IS _____ GPM AT 20 PSI RESIDUAL PRESSURE. WHEN TWO OR MORE ON–SITE HYDRANTS ARE REQUIRED, THE FIRE FLOW SHALL BE ______ GPM, WITH EACH ON–SITE FIRE HYDRANT BEING CAPABLE OF FLOWING ______ GPM AT 20 PSI RESIDUAL PRESSURE. FIRE CODE 903.2 AND FIRE DEPARTMENT REGULATION 8.

14. ALL FIRE HYDRANTS SHALL MEASURE 6"X4"X2–1/12", BRASS OR BRONZE, CONFORMING TO AMERICAN WATER WORKS ASSOCIATION STANDARD C503, OR APPROVED EQUAL; AND SHALL BE INSTALLED IN COMPLIANCE WITH FIRE DEPARTMENT REGULATION 8. FIRE CODE 903.2.1

15. ALL ON–SITE FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND APPROVED PRIOR TO BUILDING OCCUPANCY. FIRE CODE 1001.4

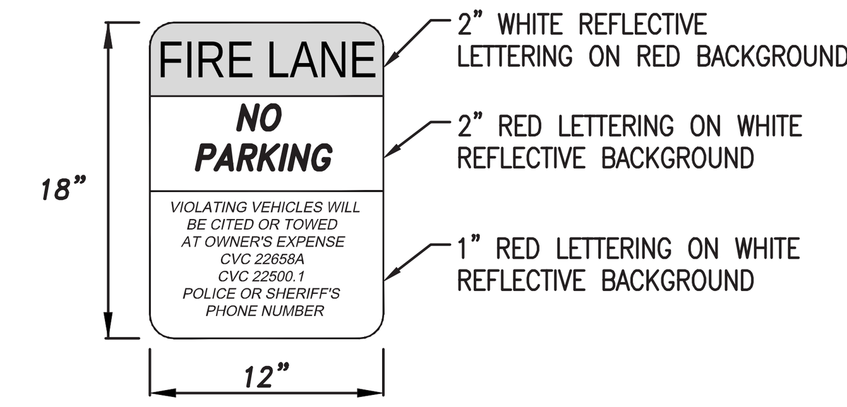
16. THE INSPECTION, HYDROSTATIC TEST AND FLUSHING OF THE UNDERGROUND FIRE PROTECTION PIPING SHALL BE WITNESSED BY AN AUTHORIZED FIRE DEPARTMENT REPRESENTATIVE AND NO UNDERGROUND PIPING OR THRUST BLOCKS SHALL BE COVERED WITH EARTH OR HIDDEN FROM VIEW UNTIL THE FIRE DEPARTMENT REPRESENTATIVE HAS BEEN NOTIFIED AND GIVEN NOT LESS THAN 48 HOURS IN WHICH TO INSPECT SUCH INSTALLATIONS. FIRE CODE 1001.4

CONSTRUCTION NOTES:

(1) INSTALL "FIRE LANE" SIGN PER DETAIL 1 HEREON.
(2) FIRE LANE IDENTIFICATION–RED CURBS PER DETAIL 2 HEREON.
(3) INSTALL "FIRE LANE" SIGN BEGIN OR END PER DETAIL 3 HEREON.
(4) PROPOSED PRIVATE FIRE HYDRANT LOCATION.

LEGEND

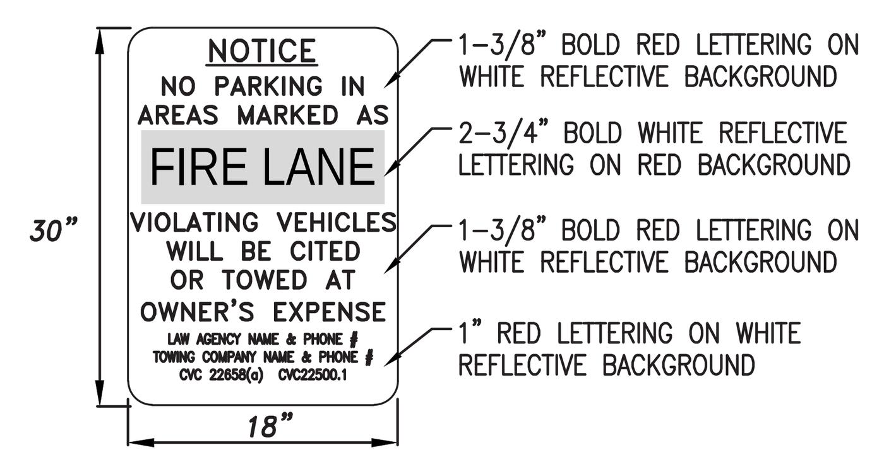
(symbol)	EXISTING STREET LIGHT
(symbol)	PROPOSED FIRE HYDRANT
— — — —	PROPOSED FIRE TRUCK ACCESS
■■■■■■■■	HOSE PULL
— – – —	PROPERTY LINE
——	RED CURB STRIPING
FH	FIRE HYDRANT
PR.	PROPOSED
EX	EXISTING
PL	PROPERTY LINE
R/W	RIGHT OF WAY
TYP.	TYPICAL
(symbol)	BUILDING NUMBER



ALL SIGN AND LETTERING DIMENSIONS ARE MINIMUMS.

SIGNS SHALL BE SECURELY MOUNTED FACING THE DIRECTION OF TRAVEL AND CLEARLY VISIBLE TO ONCOMING TRAFFIC ENTERING THE DESIGNATED AREA. SIGNS SHALL BE MADE OF DURABLE MATERIAL.

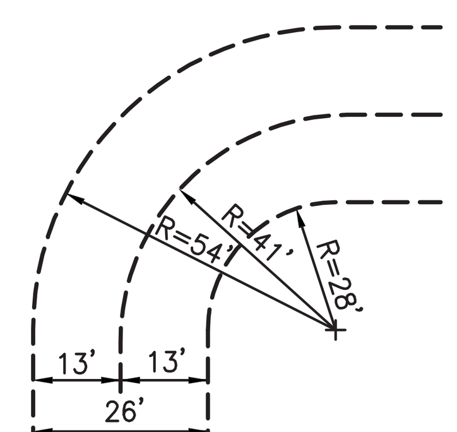
(1) NO PARKING SIGN
NOT TO SCALE



ALL SIGN AND LETTERING DIMENSIONS ARE MINIMUMS.

SIGNS SHALL BE SECURELY MOUNTED FACING THE DIRECTION OF TRAVEL AND CLEARLY VISIBLE TO ONCOMING TRAFFIC ENTERING THE DESIGNATED AREA. SIGNS SHALL BE MADE OF DURABLE MATERIAL AND INSTALLED PER ATTACHMENTS 13 AND 14.

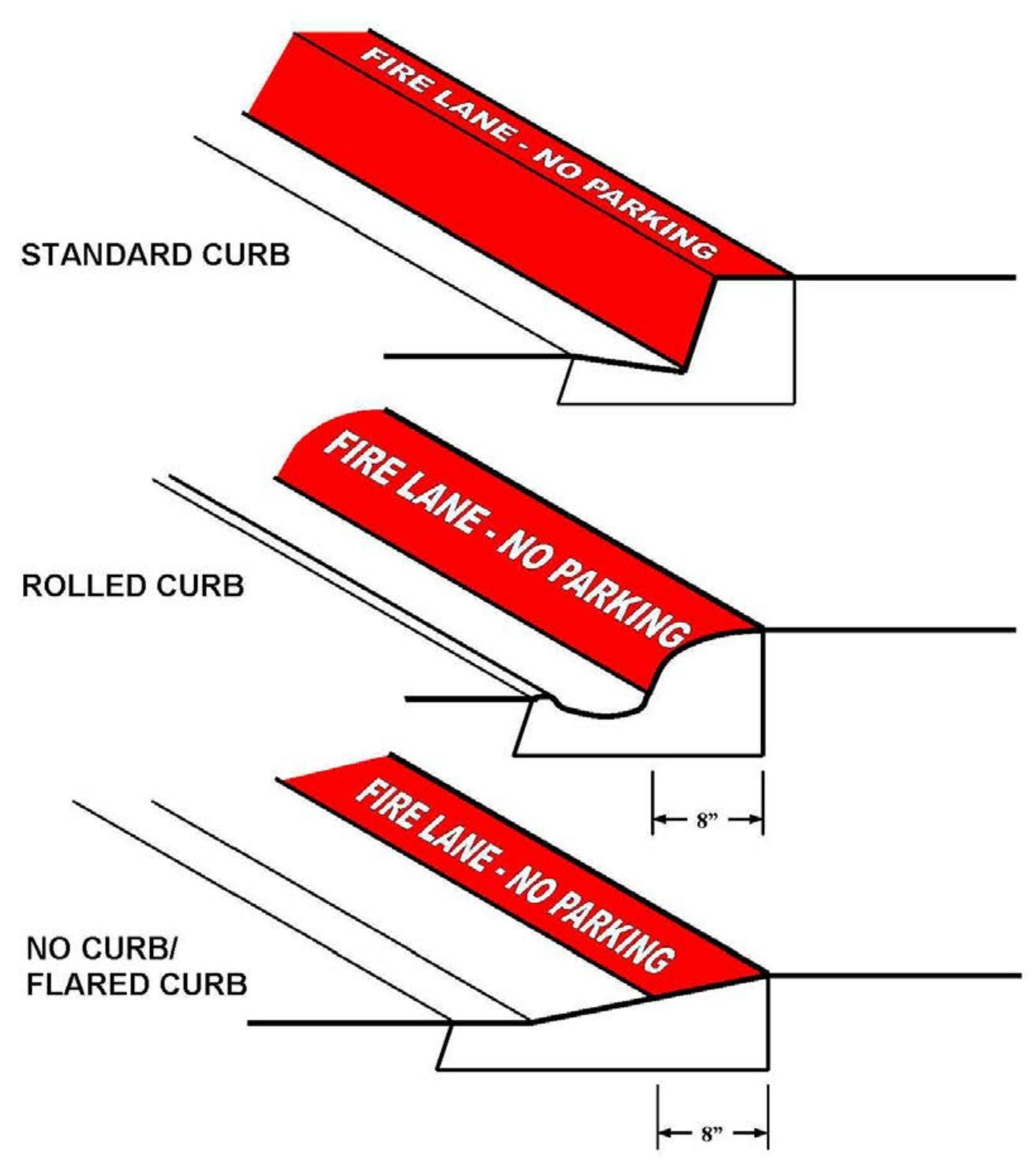
(3) FIRE LANE ENTRANCE SIGN



FIRE LANE TURNING RADIUS TYPICAL DETAIL
NOT TO SCALE

ATTACHMENT 9

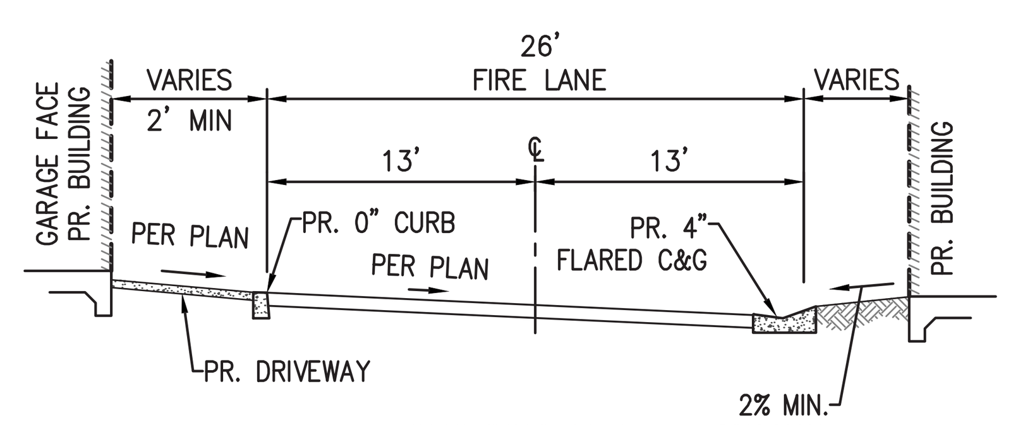
Fire Lane Identification – Red Curbs



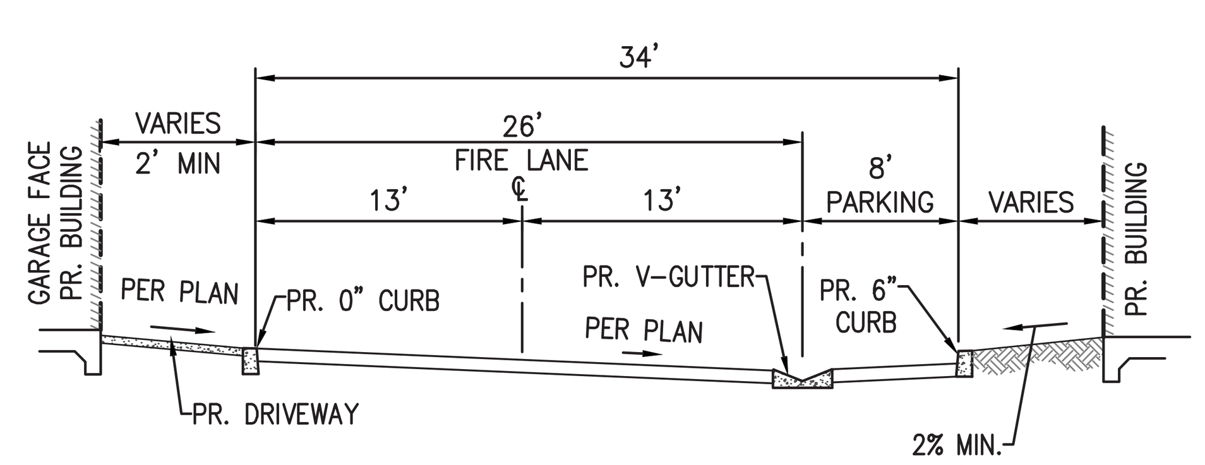
1. Fire lane entrance sign(s) shall also be provided per Attachment 10 or 11.
2. Curbs shall be painted OSHA safety red.
3. "FIRE LANE – NO PARKING" shall be painted on top of curb in 3" white lettering at a spacing of 30' on center or portion thereof.

1. CURBS SHALL BE PAINTED RED
2. "FIRE LANE – NO PARKING" SHALL BE PAINTED ON TOP OF CURB IN 3' WHITE LETTERING AT A SPACING OF 30' ON CENTER OR PORTION THEREOF.

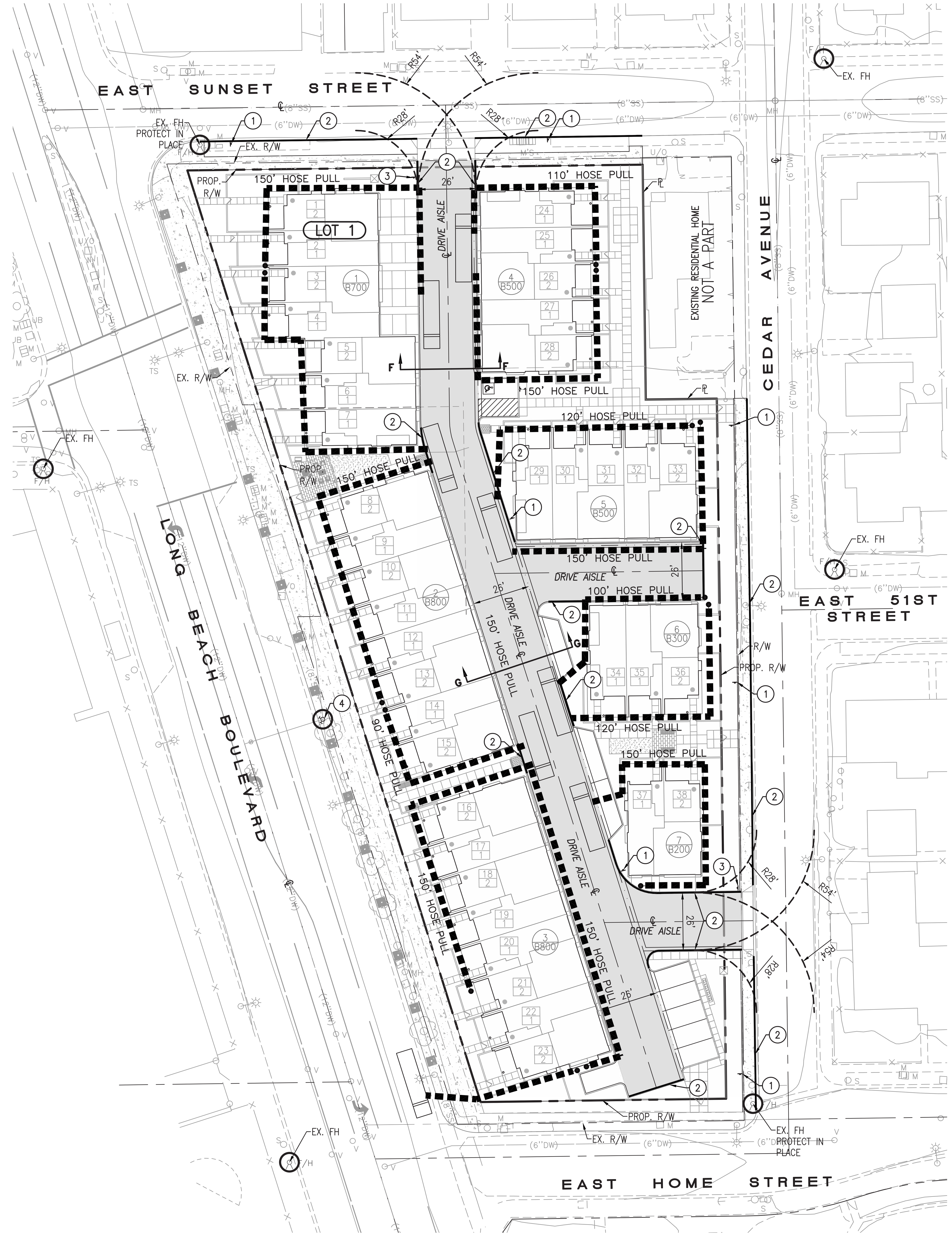
(2) RED CURB PAVEMENT MARKING
NOT TO SCALE

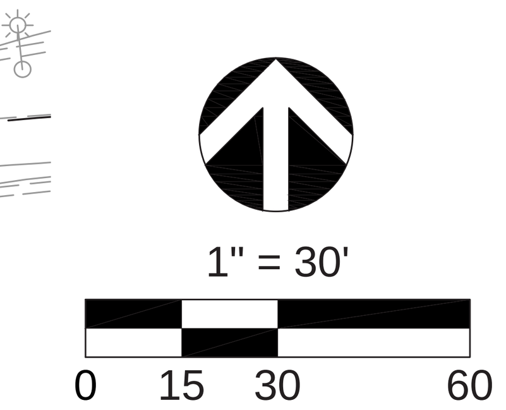


SECTION F–F
26' INTERIOR STREET
NOT TO SCALE



SECTION G–G
26' INTERIOR STREET
NOT TO SCALE





REVISIONS		
REV	DATE	DESCRIPTION

PREPARED FOR:

City Ventures
REAL ESTATE INVESTMENT

CITY VENTURES
3121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 90660
(949) 258–7555

PREPARED BY:

C&V CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING & SURVEYING

6 ORCHARD, SUITE 200
LAKE FOREST, CA 92630
T. 949.916.3800
F. 949.916.3805
CVC-INC.NET

PROFESSIONAL LAND SURVEYOR DANE P. MCDOUGALL L.S. 9297 STATE OF CALIFORNIA

CITY OF LONG BEACH
DEPARTMENT OF DEVELOPMENT SERVICES / PLANNING DIVISION

VESTING TENTATIVE TRACT MAP NO. 77096
5100 LONG BEACH BOULEVARD
FIRE ACCESS & HYDRANT LOCATION PLAN

SHEET 5 OF 5

PLAN SET: PS08
DATE: 06/30/2020

ALTA / NSPS LAND TITLE SURVEY

5102 LONG BEACH BOULEVARD
LONG BEACH, CALIFORNIA

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1: (APN NO. 7131–032–909) THAT PORTION OF LOT 53 OF TRACT NO. 3554, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 38, PAGES 44 AND 45 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WESTERLY OF THE SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF CEDAR AVENUE, AS SAID WESTERLY LINE IS SHOWN ON MAP OF TRACT NO. 7990, RECORDED IN BOOK 95, PAGES 26 AND 27 OF MAPS, RECORDS OF SAID COUNTY.

PARCEL 2: (APN NO. 7131–032–910) THE NORTH 100 FEET OF THAT PORTION OF LOT 53 OF TRACT NO. 3554, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 38, PAGES 44 AND 45 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY LYING WEST OF THE SOUTHERLY PROLONGATION OF THE WEST LINE OF CEDAR AVENUE AS SHOWN ON TRACT NO. 7990 AS PER MAP RECORDED IN BOOK 95, PAGE 26 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3: (APN NO. 7131–032–905) LOT 1 OF TRACT NO. 26620, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 675, PAGE 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 4: (APN NO. 7131–032–908 AND 7131–032–911) LOTS 1, 2 AND 3 IN BLOCK "A" OF TRACT NO. 7990, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 95 PAGES 26 AND 27 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 5: (APN NO. 7131–032–900) LOT 2 OF TRACT NO. 26620, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 675, PAGE 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND AN EASEMENT OVER THE NORTHERLY 2 FEET OF LOT 1 OF TRACT 26620 FOR WATER LINES.

PARCEL 6: (APN NO. 7131–032–912) THE NORTH 93.87 FEET OF LOT 4 IN BLOCK "A" OF TRACT NO. 7990, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 95 PAGE(S) 26 AND 27 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 7: (APN NO. 7131–032–913) THE SOUTH 15 FEET OF LOT 4 IN BLOCK "A" OF TRACT NO. 7990, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 95 PAGE(S) 26 AND 27 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TITLE INFORMATION:

THE FOLLOWING TITLE INFORMATION WAS DERIVED POLICY OF TITLE INSURANCE PROVIDED BY FIRST AMERICAN TITLE COMPANY, ORDER NO: OSA–5181369, DATED 2/16/18.

⟨#⟩ DENOTES PLOTTED ITEM.

1–3 TAX ITEMS.

4. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.

⟨5⟩ AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED JULY 29, 1949 AS INSTRUMENT NO. 2254 OF OFFICIAL RECORDS. AFFECTS: PARCEL 1

⟨6⟩ AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED AUGUST 29, 1949 AS INSTRUMENT NO. 1983 IN BOOK 30882 PAGE 122 OF OFFICIAL RECORDS. AFFECTS: PARCEL 2

7. INTENTIONALLY DELETED

⟨8⟩ AN EASEMENT FOR SIDEWALK PURPOSES, INCLUDING ALL RELATED RIGHT–OF–WAY AND INCIDENTAL PURPOSES, RECORDED MARCH 9, 2009 AS INSTRUMENT NO. 20090328655 OF OFFICIAL RECORDS. IN FAVOR OF: CITY OF LONG BEACH, A MUNICIPAL CORPORATION AFFECTS: PARCEL 2

⟨9⟩ AN EASEMENT FOR SIDEWALK PURPOSES, INCLUDING ALL RELATED RIGHT–OF–WAY AND INCIDENTAL PURPOSES, RECORDED JUNE 1, 2010 AS INSTRUMENT NO. 20100737083 OF OFFICIAL RECORDS. IN FAVOR OF: CITY OF LONG BEACH, A MUNICIPAL CORPORATION AFFECTS: PARCEL 1

⟨10⟩ AN EASEMENT FOR SIDEWALK PURPOSES, INCLUDING ALL RELATED RIGHT–OF–WAY AND INCIDENTAL PURPOSES, RECORDED JUNE 1, 2010 AS INSTRUMENT NO. 20100737084 OF OFFICIAL RECORDS. IN FAVOR OF: CITY OF LONG BEACH, A MUNICIPAL CORPORATION. AFFECTS: PARCEL 2

11. INTENTIONALLY DELETED

⟨12⟩ AN EASEMENT FOR WATER LINES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED SEPTEMBER 26, 1961 AS INSTRUMENT NO. 832 IN BOOK D1366, PAGE 358 OF OFFICIAL RECORDS. AFFECTS: PARCEL 3

13 AN EASEMENT SHOWN OR DEDICATED ON THE MAP AS REFERRED TO IN THE LEGAL DESCRIPTION FOR: INGRESS AND EGRESS AND INCIDENTAL PURPOSES. NO SUCH EASEMENT WAS DEDICATED ON SAID TRACT MAP.

14 INTENTIONALLY DELETED

⟨15⟩ AN EASEMENT FOR SIDEWALK PURPOSES, INCLUDING ALL RELATED RIGHT–OF–WAY AND INCIDENTAL PURPOSES, RECORDED MARCH 9, 2009 AS INSTRUMENT NO. 20090328656 OF OFFICIAL RECORDS. IN FAVOR OF: CITY OF LONG BEACH, A MUNICIPAL CORPORATION AFFECTS: PARCEL 3.

16 INTENTIONALLY DELETED

⟨17⟩ THE EFFECT OF AN EASEMENT OVER THE SOUTHERLY 15 FEET OF LOT 3 TO BE USED AS COMMUNITY DRIVEWAY, IN CONJUNCTION WITH THE SOUTHERLY 15 FEET OF LOTS 4 AND 5 OF SAID TRACT, AS CREATED IN THE DEED FROM PAUL F. CHENOT AND WIFE, TO LEROY A. MORTON AND WIFE, CONVEYING LOT 4 SAID TRACT, RECORDED IN BOOK 6741 PAGE 93 OFFICIAL RECORDS.

⟨18⟩ AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED IN BOOK 30657, PAGE 182 OF OFFICIAL RECORDS. AFFECTS: PARCEL 4.

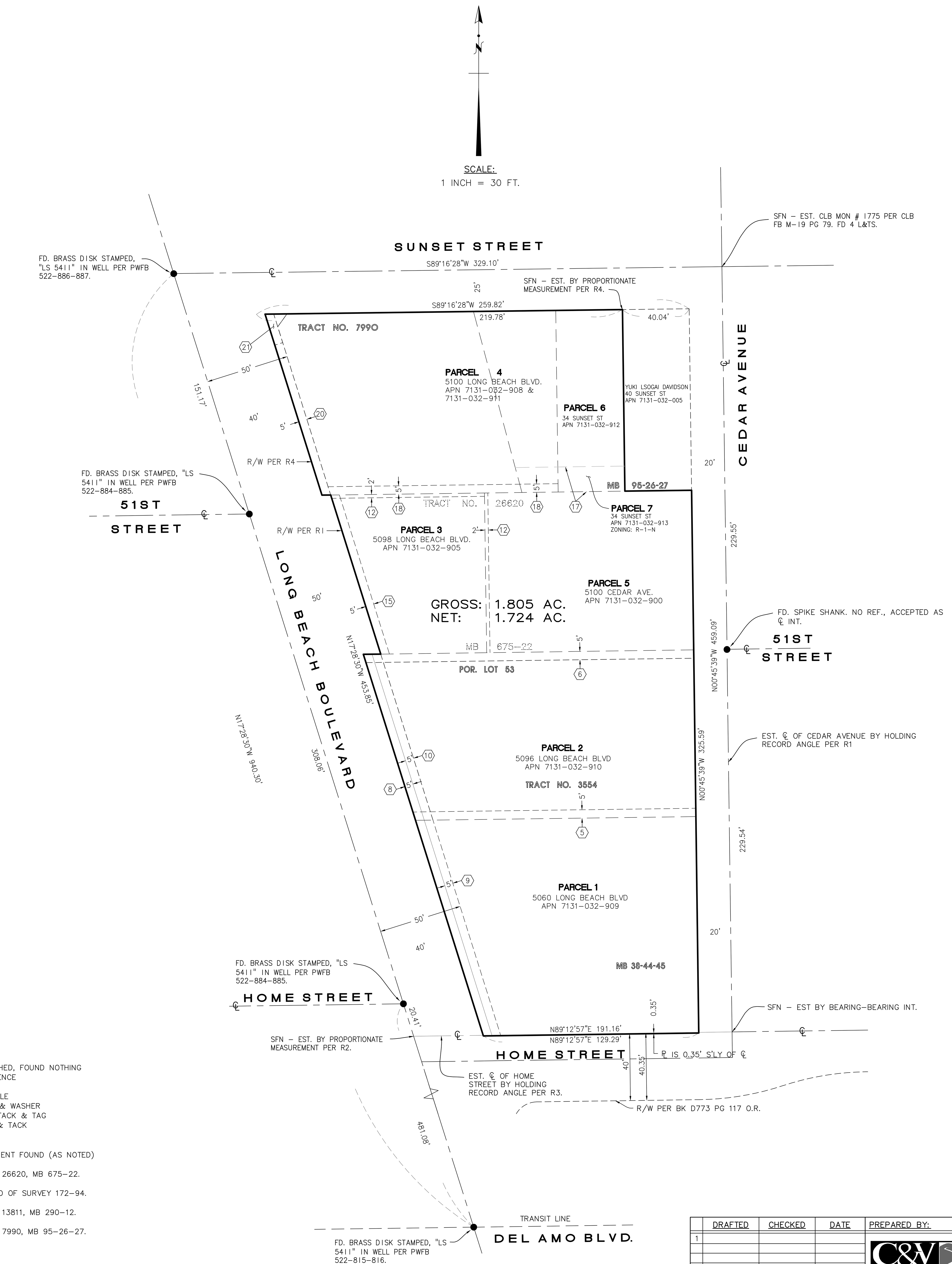
19. INTENTIONALLY DELETED

⟨20⟩ AN EASEMENT FOR SIDEWALK PURPOSES, INCLUDING ALL RELATED RIGHT–OF–WAY AND INCIDENTAL PURPOSES, RECORDED JUNE 1, 2010 AS INSTRUMENT NO. 20100737081 OF OFFICIAL RECORDS. IN FAVOR OF: CITY OF LONG BEACH, A MUNICIPAL CORPORATION AFFECTS: LOTS 1 AND 2 OF PARCEL 4.

⟨21⟩ AN EASEMENT FOR SIDEWALK PURPOSES, INCLUDING ALL RELATED RIGHT–OF–WAY AND INCIDENTAL PURPOSES, RECORDED JUNE 1, 2010 AS INSTRUMENT NO. 20100737082 OF OFFICIAL RECORDS. IN FAVOR OF: CITY OF LONG BEACH, A MUNICIPAL CORPORATION AFFECTS: LOT 1 OF PARCEL 4. AFFECTS: PARCELS 6 AND 7.

22. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED MARCH 9, 2011 AS INSTRUMENT NO. 20110360983 OF OFFICIAL RECORDS, AFFECTS: PARCELS 1 THROUGH 5

23. RIGHTS OF PARTIES IN POSSESSION.

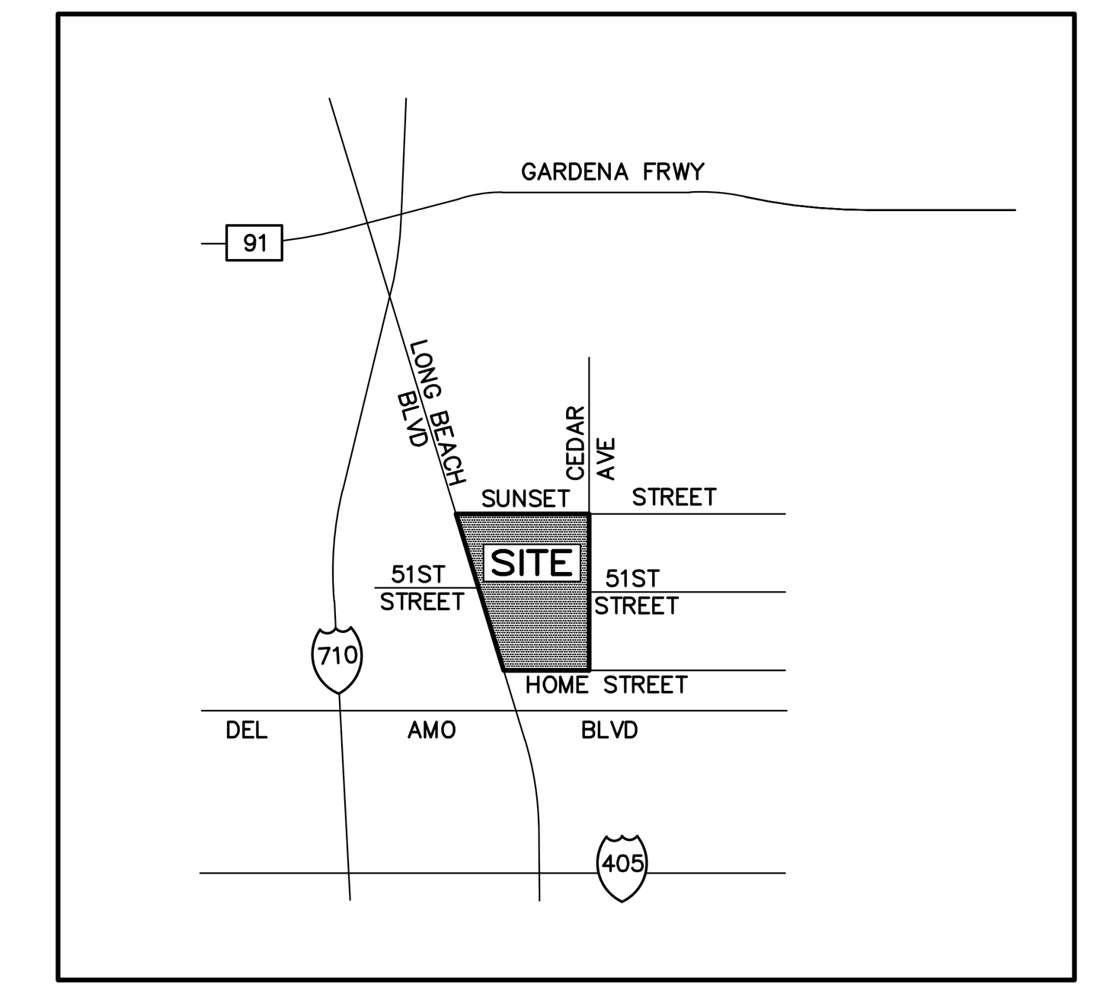


ABBREVIATIONS:

SFN.	SEARCHED, FOUND NOTHING
REF.	REFERENCE
FD.	FOUND
ILL.	ILLEGIBLE
S&W	SPIKE & WASHER
LT&T	LEAD TACK & TAG
L&T	LEAD & TACK

LEGEND:

●	MONUMENT FOUND (AS NOTED)
R1	TRACT 26620, MB 675-22.
R2	RECORD OF SURVEY 172-94.
R3	TRACT 13811, MB 290-12.
R4	TRACT 7990, MB 95-26-27.



VICINITY MAP
N.T.S.

VESTED OWNER:

CITY OF LONG BEACH AS TO PARCELS 1–5 & THE REDEVELOPMENT AGENCY OF THE CITY OF LONG BEACH AS TO THE REMAINDER, BOTH SUBJECT TO ITEM NO. 23.

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREON ARE BASED ON THE ℄ BEARING OF LONG BEACH BLVD. BEING N17°28'30"W AS SHOWN ON TRACT 7990 FILED IN MAP BOOK 95 AT PAGES 26–27, IN THE OFFICE THE LOS ANGELES COUNTY RECORDER.

BENCHMARK STATEMENT:

CITY OF LONG BEACH BENCH MARK NUMBER 126 DESCRIBED AS; "BRASS DISC FLUSH WITH PVMT STAMPED "CLB BM 126 1966" 27.0' W / CURB 1.0' N / CURB.
ELEVATION = 40.354' 1985 ADJ. NGVD 29 MSL

FLOOD NOTE:

THE SUBJECT PROPERTY FALLS WITHIN "ZONE X" OF PANEL 1955F OF 2350 OF FLOOD INSURANCE RATE MAP NUMBER 060136, EFFECTIVE SEPTEMBER 26, 2008.

PARKING SPACE COUNT:

TOTAL: 0
HANDICAP: 0 –

TOPOGRAPHY NOTE:

TOPOGRAPHY AND CONTOURS SHOWN HEREON ARE BASED ON 1' CONTOUR INTERVALS FROM AERIAL PHOTOGRAMETRY.

SURVEYOR'S NOTES:

UNLESS THIS PLAN HAS THE SEAL AND SIGNATURE OF THE SURVEYOR RESPONSIBLE FOR ITS PREPARATION. THIS IS NOT AN AUTHENTIC COPY OF THE ORIGINAL SURVEY AND SHALL NOT BE DEEMED RELIABLE.

1. DISTANCES SHOWN ARE IN FEET AND DECIMALS THEREOF. NO DISTANCES OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.
2. NO OBSERVED EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS.
3. FUTURE CHANGES IN STREET RIGHT OF WAY LINES WERE FOUND & ARE SHOWN ON TENTATIVE TRACT MAP NO. 77096 BY CITY VENTURES AND C&V CONSULTING.
4. NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION, OR REPAIRS.
5. NO OBSERVED EVIDENCE OF A SUBSTANTIAL AREA OF REFUSE.
6. NO OBSERVED WETLAND DELINEATION MARKERS.

THIS ALTA/ACSM LAND LAND SURVEY IS FOR TITLE INSURANCE PURPOSES ONLY. NOT TO BE USED FOR CONSTRUCTION. DESIGN OR ENGINEERING FOR FUTURE DEVELOPMENT OF SITE.

THE RELATIVE POSITIONAL ACCURACY OF CALLED OUT IMPROVEMENTS SHOWN ON THE SURVEY IS WITHIN 0.1' +/– OF THEIR ACTUAL LOCATIONS.

C&V CONSULTING ASSUMES NO LIABILITY FOR THE ACCURACY OR COMPLETENESS OF ANY THIRD PARTY INFORMATION REFERENCED OR REPRESENTED HEREON. ANY OF SAID INFORMATION SHOWN HEREON HAS BEEN PROVIDED FOR REFERENCE PURPOSES ONLY.

SURVEYOR'S CERTIFICATE:

TO CITY VENTURES HOME BUILDING &
FIRST AMERICAN TITLE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 8, 11, 13, 15, 16, AND 17 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON AUGUST 31, 2016.

DATE OF MAP: MAY 29, 2020

DRAFT

DANE P. MCDOUGALL, L.S. 9297
DMCDOUGALL@CVC–INC.NET

PROFESSIONAL LAND SURVEYOR
DANE P. MCDOUGALL
L.S. 9297
STATE OF CALIFORNIA

	DRAFTED	CHECKED	DATE
1			

PREPARED BY:

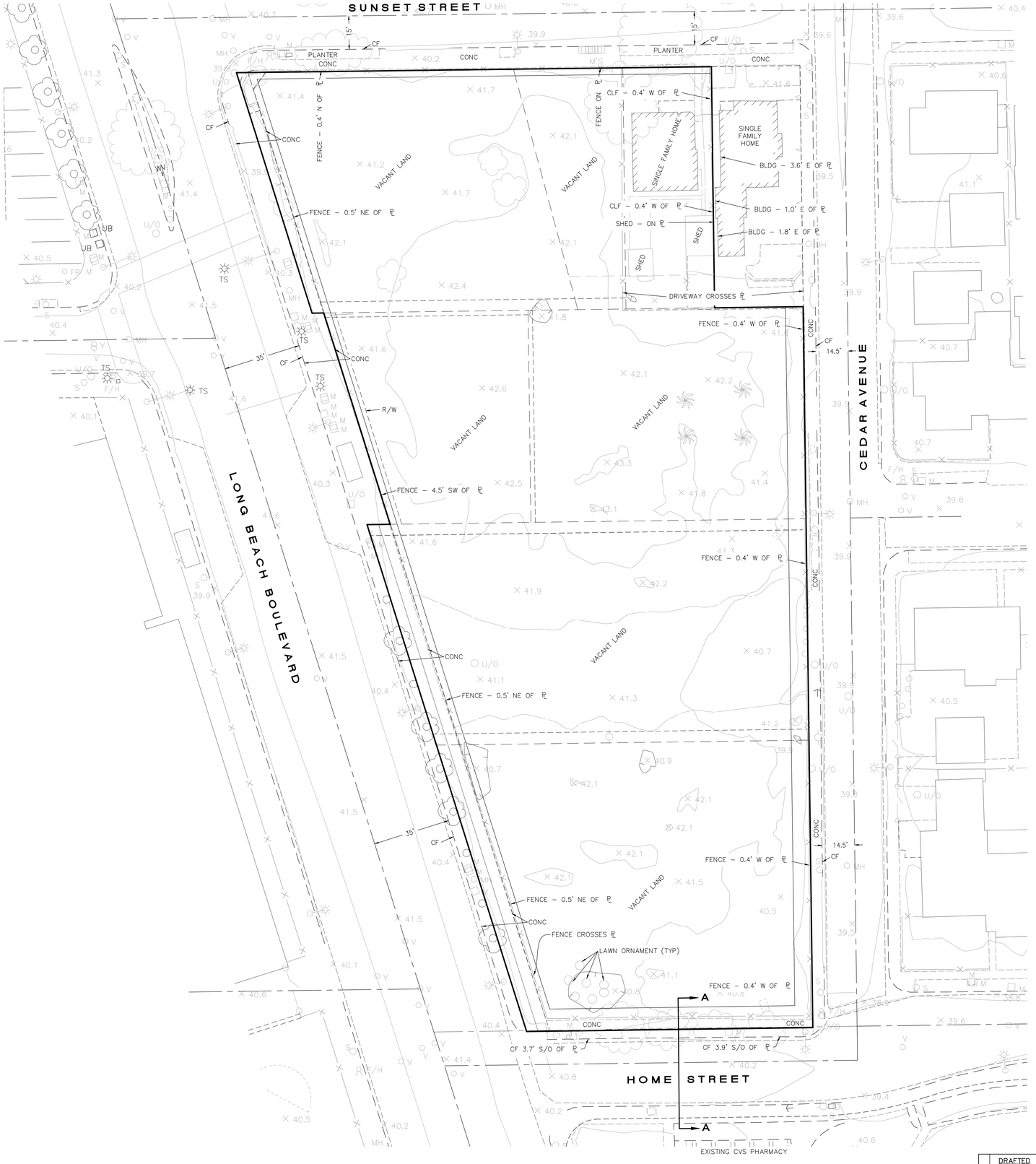
C&V CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING & SURVEYING
6 ORCHARD, SUITE 200
LAKE FOREST, CA 92630
T. 949.916.3800
F. 949.916.3805
CVC-INC.NET

ALTA / NSPS LAND TITLE SURVEY

5100 LONG BEACH BLVD.
LONG BEACH, CALIFORNIA

PROJECT NO. CVEN-105
SHEET 1 OF 2

Drawing Name: C:\Users\EReynolds\appdata\local\temp\



N

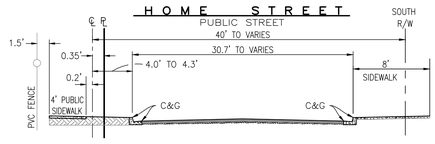
SCALE:
1 INCH = 20 FT.

LEGEND

AP	ANGLE POINT	PIV	POST INDICATOR VALVE
ASPH	ASPHALT PAVING	PKL	PARKING LOT LIGHT
BFP	BACKFLOW PREVENTOR	℄	PROPERTY LINE
BC	BUILDING CORNER	PLT	PLANTER
BG	BEGIN	PM	PARKING METER
BLDG.	BUILDING	PP	POWER POLE
BW	BLOCK WALL	SCO	SEWER CLEANOUT
CATV	CABLE T.V. BOX	SDMH	STORM DRAIN MANHOLE
CB	CATCH BASIN	SL	STREET LIGHT
CF	CURB FACE	SLPB	STREET LIGHT PULL BOX
℄	CENTERLINE	SMH	SEWER MANHOLE
CLF	CHAIN LINK FENCE	SWLK	SIDEWALK
CONC	CONCRETE	RW	RETAINING WALL
DI	DROP INLET	R/W	RIGHT-OF-WAY
DRWY	DRIVEWAY	TPB	TELEPHONE PULL BOX
EMH	ELECTRICAL MANHOLE	TFP	ELECT. TRANSFORMER PAD
EPB	ELECTRICAL PULL BOX	TMH	TELEPHONE MANHOLE
ELEV	ELEVATION	TS	TRAFFIC SIGNAL
EP	EDGE OF PAVEMENT	TSCB	TRAFFIC SIGNAL CONTROL BOX
FC	FIRE CONNECTION	T/E	TRASH ENCLOSURE
FH	FIRE HYDRANT	UB	UTILITY BOX
FR	FIRE RISER	WD	WOOD
EVLT	ELECTRICAL VAULT	WIF	WROUGHT IRON FENCE
GA	GUY ANCHOR	WM	WATER METER
GM	GAS METER	WV	WATER VALVE
GP	GUARD POST	WVLT	WATER VAULT
GUT	GUTTER	N	NORTH
HP	HIGH POINT	S	SOUTH
ICB	IRRIGATION CONTROL BOX	E	EAST
ICV	IRRIGATION CONTROL VALVE	W	WEST
MB	MAILBOX	VG	V-GUTTER
MH	MANHOLE		
O–H	BLDG OVERHANG		

SYMBOLS

CONC	CONCRETE	——×——×——×—	FENCE
ASPH	ASPHALT	═══════	BLOCK WALL
	TREE	——/\——/\——	RETAINING WALL
	BUSH		TREE LINE
	PALM TREE		BRUSH LINE
O M/B	MAIL BOX	——OH-E——	OVERHEAD ELECTRIC LINE
	LIGHT STANDARD		
TS	TRAFFIC SIGNAL	W	WATER VALVE
	STREET LIGHT	□CB	CATCH BASIN
	SIGN (10')	□ DI	DROP INLET
	SIGN (5')	O LP	LIGHT POLE
	STORM DRAIN MANHOLE	S	SEWER MANHOLE
O S	SIGN	G	GAS VALVE
F/H	FIRE HYDRANT	O V	VALVE
	POWER POLE	O MH	MANHOLE
	TRANSFORMER BOX		HANDICAP
←	GUYWIRE/ANCHOR	UB	UTILITY BOX
□M	METER	□ O SP	STAND PIPE
O	POST (NO LABEL)		



SECTION A–A
N.T.S.

	DRAFTED	CHECKED	DATE	PREPARED BY:
1				

C&V CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING & SURVEYING

6 ORCHARD, SUITE 200
LAKE FOREST, CA 92630
T. 949.916.3800
F. 949.916.3805
CVC-INC.NET

ALTA / NSPS LAND TITLE SURVEY

5100 LONG BEACH BLVD.
LONG BEACH, CALIFORNIA

PROJECT NO. CVEN-105
SHEET 2 OF 2

Drawing Name: C:\Users\ERreynolds\appdata\local\temp\AcPublish_9440\ALTA-105.dwg

SITE PLAN REVIEW FINDINGS

5100 Long Beach Boulevard
Application No. 1707-11 (SPR17-063, ZCHG17-010, TTM17-002)
December 11, 2019

Pursuant to Section 21.25.506 of the Long Beach Municipal Code (LBMC), the Site Plan Review Committee or 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:

1. 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 site is a Successor Agency property located in the Addams Neighborhood of North Long Beach. Five of the parcels have stood vacant since 2013 and two are developed with a 1,478-square-foot single-family residence. The site is immediately bordered by commercial and residential uses to the north, across Sunset Street; commercial uses and Dooley Elementary School to the west, across Long Beach Boulevard; commercial uses to the south, across Home Street; and residential uses immediately to the east, as well as across Cedar Avenue. The prevailing height of residential and commercial buildings in the vicinity is generally one-story. Dooley Elementary School, located across the street from the project site, is two stories in height.

The applicant seeks to demolish the existing single-family residence and construct 38 three-story for-sale townhomes within seven buildings that are a maximum height of 38’ (three stories) with 86 on-grade parking spaces. The project site is zoned Community Commercial Automobile-Oriented (CCA) and R-1-N Single-Family Residential and requires a zone change to CCN (Community R-4-N) to facilitate development of the townhomes.

The design of the proposed townhome development reflects a modern architectural style with a flat roof and parapet consisting of two color schemes that help achieve both variety and cohesiveness among the seven townhome buildings. More than half of the townhomes are oriented toward Long Beach Boulevard, and access is provided to the townhomes through pedestrian walkways accessible from the sidewalk on Long Beach Boulevard. Private open space in front of each townhome also punctuates the sidewalk along Long Beach Boulevard, which contributes positively to the pedestrian environment.

The townhome development project would serve as an appropriate transition between the existing commercial uses that flank Long Beach Boulevard and the

single-family and multi-family residences that frame such uses. While a single-family residence, located immediately east of the project site, shares a side property line with the project site, the proposed townhome development along this property line will be set back 23' to provide a buffer to the single-family residence, and such setback area has been conditioned to be improved with mature landscaping to help screen views and address potential noise impacts.

All seven buildings will be 38' in height, which is the maximum allowed under CCN standards, and have been designed with ample articulation through the use of decks; windows of varying sizes; and diverse design materials and colors, such as horizontal lap siding and high-quality stucco with accent colors. Such design features break up the massing of the project to ensure compatibility and harmony with neighboring structures.

2. 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 conforms to the development standards of the proposed zone, CCN. The General Plan's Land Use Element, adopted in December 2019, designates the project site as NSC-L (Neighborhood Serving Center or Corridor - Low Density). This PlaceType is a mixed-use land use designation that allows neighborhood-serving, low-intensity commercial uses and low-density apartment and condominium buildings. The proposed townhome project is consistent with the intent of the PlaceType and objective to encourage low-density apartment and condominium buildings up to 44 units/acre maximum, ranging from three to five stories in height.

The project includes residential units that are all three-bedroom units, for which there has been an expressed need in the City. The townhome project will not only redevelop a largely vacant site, but it would also help contribute to increasing the supply of housing to combat the regional and state-wide housing shortage. The project's inclusion of three-bedroom units helps to satisfy a local shortage in units for larger families as identified in the Housing Element of the City's adopted General Plan. Specifically, the project implements the following Urban Design Element and Housing Element Goals and Policies:

- Urban Design Element Policy UD 21-3: Promote pedestrian activity by establishing well-designed streetscapes, active ground floor uses, and tree canopied sidewalks that are unique to the individual neighborhood and transit stations;
- Housing Element Policy 4.1: 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;

- House Element Policy 4.2: Encourage new high quality rental and ownership housing through the implementation of design review guidelines, and architectural and green building standards;
- 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 developments in designated districts;
- Housing Element Policy 4.6: Maintain a vacant and underutilized residential sites inventory, including City-owned sites, and assist residential developers in identifying land suitable for residential development; and
- Housing Element Goal 6: Provide increased opportunities for home ownership.

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

Existing vegetation on-site consists of ruderal and ornamental vegetation, four palm trees and one ornamental tree, which would be removed during construction. The environmental document (IS/MND) does not identify the existing trees as significant mature trees. Additionally, during a site visit, the City Arborist noted that the palm trees appear to be deceased. An alternative design that attempted to preserve the existing trees would have compromised the design of the townhome development and could have resulted in a decrease of the number of housing units provided as part of the townhome project.

As part of the project, the applicant proposes to improve the site with new landscaping, including planting the following trees:

- Purple Orchid;
- Brisbane Box;
- Raywood Ash;
- Canary Island Pine;
- Crape Myrtle; and
- Giant Timber Bamboo.

Additionally, new street trees along Long Beach Boulevard will be planted by the applicant in accordance with LBMC 21.42.050. The project is also conditioned to require more mature trees with a minimum box size of 48” upon installation along the project’s eastern property line.

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

Improvements to the public right-of-way adjacent to the project will include several dedications required by the Code and conditions of approval to offset the capital improvements to public infrastructure necessary to support the 38-unit townhome project. These improvements include construction of off-site improvements needed to provide full Americans with Disabilities Act (ADA) accessibility compliance within the public right-of-way adjacent to the project; bus stop improvements; removal of unused driveways and curb cuts and replacement with full-height curb, curb gutter and sidewalk; reconstruction of sidewalk, curb, and curb gutter; new street trees with root barriers; and irrigation systems adjacent to the project site (see App no. 1707-11 for conditions of approval).

The most significant of the improvements are the following dedications required by Public Works:

- 8’ for right-of-way purposes along Cedar Avenue adjacent to the project site;
- 3’ for right-of-way purposes along East Sunset Street adjacent to the project site;
- A minimum of 10’ for right-of-way purposes along East Home Street adjacent to the project site; and
- Between 3’ and 13’ as needed to provide a minimum 53-foot public right-of-way half-width, from centerline of Long Beach Boulevard to property line.

Due to the size of the development and the projected increased use of the public right-of-way adjacent to the project site, by automobiles, bicyclists, and pedestrians, an essential nexus exists for these public improvements.

5. THE PROJECT CONFORMS WITH ALL REQUIREMENTS SET FORTH IN CHAPTER 21.64 (TRANSPORTATION DEMAND MANAGEMENT), WHICH REQUIREMENTS ARE SUMMARIZED IN TABLE 25-1 AS FOLLOWS:

Table 25-1
Transportation Demand Management Ordinance Requirements

TDM Requirements	New Nonresidential Development		
	25,000+ Square Feet	50,000+ Square Feet	100,000+ Square Feet
Transportation Information Area	♦	♦	♦
Preferential carpool/vanpool parking		♦	♦
Parking designed to admit vanpools		♦	♦
Bicycle parking		♦	♦
Carpool/vanpool loading zones			♦
Efficient pedestrian access			♦
Bus stop improvements			♦
Safe bike access from street to bike parking			♦
Transit review	For all residential and nonresidential projects subject to EIR		

The project is wholly residential in nature and does not include non-residential development; therefore, the project is exempt from Transportation Demand Management requirements.

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

The project consists of a new private residential project with under 50 dwelling units (a total of 38 townhouse dwelling units) in seven buildings and is not subject

to the Green Building Standards for public and private development contained in LBMC 21.45.400.

The applicant, however, has made a commitment for the project to achieve LEED Gold equivalency in order to be granted flexibility to provide 42 of the required parking stalls in tandem configuration in accordance with LBMC §21.25.508.A.3 and LBMC §21.45.400.H. Such green building features are detailed in Exhibit E – Green Scorecard, which also provides the calculations of the proposed features in achieving LEED Gold equivalency

ZONE CHANGE FINDINGS

Pursuant to Section 21.25.106 of the Long Beach Municipal Code, in all cases, the Planning Commission and the City Council shall be required to make the following findings of fact before rezoning a parcel. These findings and staff analysis are presented for consideration, adoption, and incorporation into the record of proceedings:

1. THE PROPOSED CHANGE WILL NOT ADVERSELY AFFECT THE CHARACTER, LIVABILITY OR APPROPRIATE DEVELOPMENT OF THE SURROUNDING AREA; AND

The project site is currently zoned Community Commercial Automobile-Oriented (CCA) and R-1-N Single-Family Residential. The CCA is a commercial zone that permits retail and service uses. Multi-family residential uses are not permitted in the CCA zone. The R-1-N zone is a residential zone that allows for single-family residential uses on standard lots. The site would be rezoned to CCN (Community R-4-N) to facilitate development of the townhomes. The CCN zone is similar to the Community Auto-Oriented District but differs in that it is a mixed-use zone that also permits medium density residential development at R-4-N densities.

The site is surrounded by properties zoned CCA and R-1-N to the north, CCA to the west, R-1-N to the east, and CCN to the south. The areas surrounding the project site would not be substantially affected by this proposed rezoning as the townhome development project would serve as an appropriate transition between the existing commercial uses that flank Long Beach Boulevard and the single-family homes that frame such uses. The Initial Study/Mitigated Negative Declaration (IS/MND-03-20, State Clearinghouse No. 2020050231) for the project found that, by implementing identified mitigation measures, the project will not result in significant effects to the environment (Exhibit H– IS/MND-03-20). Construction of the project would not negatively affect the character of the existing neighborhood, nor would it adversely affect its livability. The project site is located within the Addams Neighborhood of North Long Beach. This area is characterized by single-family houses as the most common use with multi-family housing and commercial uses along major avenues, such as Long Beach Boulevard. As such, the project would be consistent with the existing character and fabric of the

neighborhood, and construction of the townhomes would not adversely affect appropriate development of the surrounding area.

2. THE PROPOSED CHANGE IS CONSISTENT WITH THE GOALS, OBJECTIVES AND PROVISIONS OF THE GENERAL PLAN.

The General Plan's Land Use Element, adopted in December 2019, designates the project site as NSC-L (Neighborhood Serving Center or Corridor - Low Density). This PlaceType is a mixed-use land use designation that allows neighborhood-serving, low-intensity commercial uses and low-density apartment and condominium buildings. The NSC-L designation allows up to three stories in height and residential densities of up to 44 dwelling units per acre (du/acre), depending on lot size. The Land Use Element of the General Plan states that the City of Long Beach is committed to continuing its tradition of improving the physical environment by achieving multiple and interrelated land use goals including, but not limited to, offering broad-based housing opportunities.

The applicant seeks a Zone Change to CCN (Community R-4-N) to allow for the construction of the proposed townhomes in accordance with the CCN development standards. The CCN zone is similar to the Community Auto-Oriented District but differs in that it is a mixed-use zone that also permits medium density residential development at R-4-N densities.

The proposed CCN zone will better align the existing zoning designations of the parcels to their PlaceType outlined in the Land Use Element and facilitate the construction of housing on otherwise vacant lots. The Land Use Element identifies the development of new multifamily housing along commercial corridors as an important strategy in this area of Long Beach. The project would be consistent with the City's General Plan by creating new multifamily housing in the vicinity of commercial uses and that would be consistent with the character of surrounding neighborhood.

3. IF THE PROPOSED CHANGE IS A REZONING OF AN EXISTING MOBILE HOME PARK, THAT THE REQUIREMENTS OF SECTION 21.25.109 HAVE BEEN OR WILL BE FULLY MET.

The proposed change is not a rezoning of an existing mobile home park.

VESTING TENTATIVE TRACT MAP FINDINGS

Pursuant to Section 20.12.100 of the Long Beach Municipal Code, a Tentative Map approval can be granted only when positive findings are made consistent with the following criteria set forth in the Subdivision Ordinance. These findings and staff analysis are presented for consideration, adoption, and incorporation into the record of proceedings.

A TENTATIVE MAP SHALL BE APPROVED IF THE MAP COMPLIES WITH STATE AND LOCAL REGULATIONS AND IF ALL OF THE FOLLOWING FINDINGS ARE MADE:

1. THAT THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS;

Page 168 of the Land Use Element of the General Plan states, “Proposed subdivisions are considered consistent when the density of the proposed subdivision meets the PlaceTypes residential density…” The proposed map is consistent with the Land Use Element of the General Plan, which designates the project site as NSC-L (Neighborhood Serving Center or Corridor - Low Density). This PlaceType is a mixed-use land use designation that allows neighborhood-serving, low-intensity commercial uses and low-density apartment and condominium buildings. It would establish a low-density townhome development project consistent with the standards of the PlaceType, while resulting in slightly over half of the maximum allowable density of this PlaceType (23.66 dwelling units/acre where up to 44 dwelling units/acre is allowed). No specific plan applies to the subject site.

2. THAT THE DESIGN OR IMPROVEMENT OF THE PROPOSED SUBDIVISION IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS;

The design of the proposed subdivision is consistent with the standards set forth for residential development by the NSC-L PlaceType. The Neighborhood-Serving Centers and Corridors PlaceType strategically designates small-scale centers for local users…where they exist today, where they have a foothold but need encouragement, and where they may be lacking but should be established. This PlaceType encourages mixed-use, commercial and apartment buildings and condominiums ranging from three to five stories in height. Preferred development standards for the PlaceType include low-density apartment and condominium buildings up to 44 units/acre maximum and buildings not to exceed three stories in height. The proposed project is closely aligned with all of these policy objectives: it will increase the supply of housing stock; recycle a disused site that has largely sat vacant since 2013; bring much-needed three-bedroom units to the City; and

make use of high-quality architecture that is both varied and cohesive across the project. No specific plan applies to the subject site.

3. THAT THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT;

The site currently consists of land that has been vacant since 2013 and a single-family home to be demolished as part of this project. The site is physically suitable for consolidation of seven parcels into one and the subdivision of airspace to create 38 individual for-sale townhomes for sale as the 1.8-acre site is relatively flat and can sufficiently accommodate the proposed density of the townhome development project. All required development standards for the project would be met and would continue to be met by the proposed subdivision.

4. THAT THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT;

The project will have a density of approximately 23.66 dwelling units/acre, which is slightly over half of that allowed by the PlaceType and the proposed CCN zone, both which permit up to 44 dwelling units/acre. The site will be improved with 38, three-story townhomes with 86 at-grade parking spaces accessible from an on-site internal driveway that takes access from Sunset Street and Cedar Avenue.

The site also provides 335 square feet of usable open space per townhome for a total of 12,735 square feet, which is more than double the required 150 square feet of usable open space per townhome (total of 5,700 square feet).

5. THAT THE DESIGN OF THE SUBDIVISION OR THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIAL AND AVOIDABLE INJURY TO FISH AND WILDLIFE OR THEIR HABITAT;

The majority of the site has been vacant since 2013 aside from a single-family home that will be demolished as part of the project. The design of the subdivision or the proposed improvements are not anticipated to cause substantial environmental damage or substantial and avoidable injury to fish and wildlife or their habitat because the site is in an urbanized area, surrounded by commercial and residential uses. Additionally, the existing residence slated for demolition is not designated as a historic landmark, nor is the project site located in a historic district.

Pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, an Initial Study/Mitigated Negative Declaration (IS/MND-03-20, State Clearinghouse No. 2020050231) has been prepared for the project and finds that, by implementing identified mitigation measures, the project will not result in

significant effects to the environment. The development of the site with the townhome project will require compliance with the conditions of approval and the adopted Mitigation Monitoring Program adopted as part of the project's Initial Study/Mitigated Negative Declaration. The proposed subdivision would not result in any new significant impacts not already analyzed in the IS/MND.

6. THAT THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENT IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS; AND

The design of the subdivision is not likely to cause serious public health or safety problems. The project will consist of a residential development, which is not a type of land use that will cause negative public health impacts. Regarding safety issues, the Long Beach Police and Fire Departments have reviewed the proposal, and their comments and design requirements have been incorporated into the project, to ensure the site will have adequate access points and routes for emergency vehicles. No serious public safety impacts or problems will result from the proposed project.

7. THAT THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

The ALTA/NSPS Land Title Survey submitted as part of the project identifies easements for public utilities, water lines, sidewalk purposes, and ingress and egress. A project condition of approval requires the developer to resolve any easement requirements prior to the submission of project plan check.

All concerned City Departments have reviewed the Vesting Tentative Tract Map in conjunction with the plans for overall development of the site. As stated in the conditions of approval, the applicant will be required to provide all necessary public access easements, relocate utility facilities, and/or provide utility easements required in connection with this development. Therefore, no conflict with respect to easements will result from the Vesting Tentative Tract Map.

5100 Long Beach Boulevard Project

Final Initial Study – Mitigated Negative Declaration

prepared by

City of Long Beach
411 West Ocean Boulevard, 3rd Floor
Long Beach, California 90802
Contact: Cynthia de la Torre, Planner IV

prepared with the assistance of

Rincon Consultants, Inc.
250 East 1st Street, Suite 1400
Los Angeles, California 90012

June 2020

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

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Table of Contents

Tables

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1 Introduction

This Final Initial Study-Mitigated Negative Declaration (IS-MND) has been prepared by Rincon Consultants, Inc. for the City of Long Beach (City) for the 5100 Long Beach Boulevard Project (project). This Final IS-MND has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statues (Cal. Public Resources Code, Section 21000 et. seq., as amended) and implementing guidelines (Cal. Code Regs., Title 14, Section 15000 et. seq.).

Before approving a project, CEQA requires the lead agency to prepare and certify a Final IS-MND. The City has the principal responsibility for approval of the proposed project and is therefore considered the lead agency under CEQA Section 21067.

The Draft IS-MND was circulated for a 30-day public review period that began on May 22, 2020 and ended on June 9, 2020.

Format of the Final IS-MND

The Final IS-MND consists of the following four chapters:

- **Introduction.** This chapter summarizes the contents of the Final IS-MND, the environmental review process and provides a summary of the project characteristics.
- **Response to Comments.** During the public review period for the Draft IS-MND, written comment letters were received by the City. This chapter contains the comment letters for the Draft IS-MND, a summary of the oral testimony, and the City's responses to the comments.
- **Errata.** Two of the comments that are addressed in the Response to Comments resulted in minor revisions to the information contained in the May 2020 Draft IS-MND. These revisions are shown in strikeout and underline text in this chapter.
- **Mitigation Monitoring and Reporting Program.** This section of the Final IS-MND provides the Mitigation Monitoring and Reporting Program (MMRP) for the proposed project. The MMRP is presented in table format and identifies mitigation measures for the proposed project, the implementation period for each measure, the monitoring period for each measure, and the enforcing agency. The MMRP also provides a section for recordation of mitigation reporting.

Summary of the Project

The following is a summary of the full project description, which can be found in Section 9, *Description of Project,* of the Draft IS-MND.

The 5100 Long Beach Boulevard Project involves demolition of the existing 1,478 square foot (sf) single-family residence and the development of 38 three-story townhomes within seven buildings that would be a maximum height of 38 feet. Of the proposed units, 21 would be three bedroom three bathroom units consisting of 1,411 sf and 17 of the units would have three bedrooms, three bathrooms and a den and consist of 1,747 sf. Pursuant to the Long Beach Municipal Code (LBMC), the allowable density on site is 44 homes per acre (per permitted density for CCN/R-4-N zones). The total site area is 78,621 sf (1.805 acres) and the net site area is 69,957 sf (1.606 acres). The density of the proposed project would be 23.66 homes per acre.

The proposed project would require 86 parking spaces, including 76 residential spaces (two spaces per home) and ten guest spaces (0.25 spaces per home). The proposed project requires 5,700 sf of open space, including 2,850 sf of common space (75 sf per home) and 2,850 sf of private space (75 sf per home). The proposed project would provide 12,735 sf of open space, including 4,729 sf of common open space and 8,006 sf of private open space. The proposed project would exceed Title 24 standards by 19 percent and would incorporate a number of green building features, including the following:

- 75 percent of landscaping comprised of drought tolerant plants
- 1-1.5-inch foam insulation on hot water pipes
- Low-flow plumbing fixtures
- Rooftop solar panels (net zero energy townhomes)
- EnergyStar appliances
- High-efficiency lighting

Table 1 provides details of the proposed project.

Table 1 Project Details

Lot Area (sf)	78,621
Height	3 stories (38 feet)
Floor Plan 1 (3 bedrooms, 3 bathrooms)	1,411 sf per unit
Floor Plan 2 (3 bedrooms, 3 bathrooms, + den)	1,747 sf per unit
Residential Parking Spaces	76
Guest Parking Spaces	10
Private Open Space (sf)	8,006
Common Open Space (sf)	4,729
Setbacks	
Front Yard (ft)	15
Street Side Yard (ft)	10
Interior Side Yard (ft)	10
Rear Yard (ft)	10

sf = square feet; ft = feet

Zone Change

The proposed project involves development of 38 three-story townhomes. The project site is currently zoned CCA (Community Commercial Automobile-Oriented) along the western portion of the project site, fronting Long Beach Boulevard, and R-1-N on the eastern portion. The CCA zone permits retail and service uses. Multi-family residential uses are not permitted in the CCA zone. The R-1-N zone allows for single-family residential uses with standard lots. The project site has a Land Use Designation of NSC-L (Neighborhood Serving Center or Corridor Low Density). The NSC-L General Plan land use designation encourages development of mixed-use smaller scale retail and low-density apartment and condominium buildings. The NSC-L designation allows up to three stories in height and residential densities of up to 44 dwelling units per acre (du/acre) depending on

lot size. As such, the proposed project would be consistent with the current General Plan designation but would not be consistent with the zoning designation. Project entitlements include a Zone Change to CCN (Community R-4-N) to allow for the development of the proposed townhomes. The CCN zone is similar to the Community Auto-Oriented District, but also permits medium density residential development at R-4-N densities.

Construction and Grading

Construction of the proposed project is anticipated to occur over an approximately 17-month period that would begin in January 2022. Construction phasing would include demolition of the existing structure (1,478 sf), site preparation, grading, building construction, asphalt paving and architectural coating. The graded soil would be utilized on-site for construction of the building pads and foundations.

Access

Access to the project site would be provided via Sunset Street and Cedar Avenue, which would lead to an internal driveway that would provide access to the individual garages and surface parking.

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2 Responses to Comments on the IS-MND

This section includes comments received during the circulation of the Draft Initial Study-Mitigated Negative Declaration (IS-MND) prepared for the 5100 Long Beach Boulevard Project (project).

The Draft IS-MND was recirculated for a 30-day public review period that began on May 11, 2020 and ended on June 9, 2020. The City of Long Beach received seven comment letters on the Draft IS-MND. The commenters and the page number on which each commenter's letter appear are listed below.

The comment letters have been numbered sequentially and each issue raised by the commenter has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response A-1.1, for example, indicates that the response is for the first issue raised in comment Letter A-1).

Any changes made to the text of the Draft IS-MND revising information, data, or intent, other than minor typographical corrections or minor working changes, are noted in the Final IS-MND as changes from the Draft IS-MND. Where a comment results in a change to the Draft IS-MND text, a notation is made in the response indicating that the text is revised. Changes in text are signified by strikeouts (~~strikeouts~~) where text is removed and by underlined font (<u>underlined font</u>) where text is added.

Letter A-1

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-0067
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

June 8, 2020

Cynthia de la Torre, Planner IV
411 West Ocean Boulevard, 3rd Floor
Long Beach, CA 90802

RE: 5100 Long Beach Boulevard Project –
Mitigated Negative Declaration (MND)
SCH# 2020050231
GTS# 07-LA-2020-03256
Vic. LA-710 PM 10.832

Dear Cynthia de la Torre,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project site is located at 5100 Long Beach Boulevard, Long Beach, California and encompasses 1.8 acres. The proposed project involves demolition of the existing 1,478 sf single-family residence and the development of 38 three-story townhomes within seven buildings that would be a maximum height of 38 feet. The proposed project would provide 86 parking spaces on site, including 76 spaces in garages (two spaces per garage) and ten guest parking spaces. The proposed project would provide 12,735 sf of open space, including 4,729 sf of common open space and 8,006 sf of private open space.

A-1.1

The nearest State facility to the proposed project site is I-710. After reviewing the MND, Caltrans has the following comments:

The MND states that significant transportation impacts are partially mitigated due to high potential use of the Del Amo light rail station. While this high-quality transit station is located only 1.3 miles from this residential development, popular mapping software estimates that it takes 1 hour and 50 minutes to make the trip via walking. People walking are routed down to Wardlow Road to cross the I-710 due to the lack of connectivity along Del Amo Blvd. The Lead Agency should strive to implement improvements that create a safe, convenient and viable route between the development and the station that the residents will be relying upon. Caltrans is available to discuss and plan the reallocation of space along Del Amo Blvd with the City of Long Beach so that current and future residents can conveniently walk or bike to this important regional public transit station.

A-1.2

Additional considerations:

- Tree type shall be canopy shade trees, not small fruiting or decorative trees, thus providing a greater benefit to pedestrians and bicyclists. A-1.3

- Exit/Entry Driveway shall be designed geometrically to ensure adequate sightlines to approaching bicycles and pedestrians. There are to be no walls or other obstacles blocking a clear sight-distance. A-1.4

- Convenient and secure Bicycle Parking shall be provided for residents and visitors. Provide at least 2 bike parking spaces per unit. Provide additional spaces for cargo bikes. **Reference CALGreen's bike parking requirements for additional guidance:**

  5.106.4.1.1 Short-term bicycle parking: If the new project or an addition or alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for **5 percent of new visitor motorized vehicle parking spaces** being added, with a **minimum of one two-bike capacity rack**. Exception: Additions or alterations which add nine or less visitor vehicular parking spaces. A-1.5

  5.106.4.1.2 Long-term bicycle parking. For new buildings with 10 or more tenant-occupants or for additions or alterations that add 10 or more tenant vehicular parking spaces, provide secure bicycle parking for **5 percent of the tenant vehicular parking spaces** being added, with a **minimum of one space**. Acceptable parking facilities shall be convenient from the street and shall meet **one** of the following:
  - Covered, lockable enclosures with permanently anchored racks for bicycles;
  - Lockable bicycle rooms with permanently anchored racks; or Lockable, permanently anchored bicycle lockers.

- Install pedestrian-level lighting on transit stops/shelters on Long Beach Blvd in vicinity of the project. Improve bus shelters that are in poor condition. A-1.6

- Upgrade crosswalks to high visibility continental at the intersection of Del Amo Blvd. & Long Beach Blvd. and W. 51st St. & Long Beach Blvd. A-1.7

- With regards to parking, Caltrans supports reducing the amount of parking whenever possible. Research on parking suggests that abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building unnecessary parking. A-1.8

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

A-1.9

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2020-03256.

A-1.10

Sincerely,

Miya Edmonson

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse

Letter A-1

COMMENTER: Miya Edmonson, IGR/CEQA Branch Chief, California Department of Transportation (Caltrans) District 7

DATE: June 8, 2020

Response A-1.1

Caltrans restates the project description for the Project.

This comment is noted and individual responses to Caltrans comments are provided below.

Response A-1.2

Caltrans recommends that street improvements be made to address the lack of connectivity along Del Amo Boulevard and to create a safe, convenient and viable route between the project site and the Metro Blue Line's Del Amo light rail station.

As discussed in Section 8, *Greenhouse Gas Emissions.* SCAG's RTP/SCS transit initiatives encourage accessibility to alternative modes of transportation such as public transit, bicycling, and walking, which the project would help accommodate due to the proximity to transit options. However, the request for street improvements to be included is beyond the scope of this project and this comment raises no environmental issues specific to the proposed project pursuant to CEQA, but will be presented to the decisionmakers as part of the Final IS-MND for their consideration.

Response A-1.3

Caltrans recommends that the project uses canopy shade trees as an alternative to small fruiting and decorative trees to provide a greater benefit to pedestrians and bicyclists.

The project's landscape plans currently utilize six different types of trees as well as a variety of shrubs and groundcover. As shown in Figure 8 (Landscape Plan), the proposed street trees and trees that would line the front yards along Long Beach Boulevard would provide shade. However, this comment does not pertain to the adequacy of the Draft IS-MND.

Response A-1.4

Caltrans states that the exit/entry driveway should be designed to ensure adequate sightlines and avoid walls or other obstacles blocking a clear sight-distance.

Section 17, *Transportation*, states that during operation of the project, each of the project includes an individual access driveway leading to an internal driveway located off Sunset Street and Cedar Avenue. As shown in Figure 4 (Project Site Plan), there are no buildings or landscaping near or along the proposed driveways that would obstruct views of the traffic on Sunset Street or Cedar Avenue. As such, the proposed project would not result in inadequate emergency access or introduce any design features or incompatible uses, such as sharp curves or dangerous intersections, that would substantially increase hazards.

Response A-1.5

Caltrans states that the City should consider providing convenient and secure bicycle parking and additional spaces for cargo bikes consistent with CALGreen's requirements for short- and long-term bicycle parking.

CalGreen's bicycle parking requirements are not mandatory for residential developments. Nonetheless, the project site is located near transit options and each unit includes garages where bicycles can be stored. As such, alternative means of transportation would be available for access to and from the project site.

Response A-1.6

Caltrans asks that the City consider installing pedestrian-level lighting on transit stops/shelters on Long Beach Boulevard.

The request for lighting to be included on transit stops is beyond the scope of this project and this comment raises no environmental issues specific to the proposed project pursuant to CEQA, but will be presented to the decisionmakers as part of the Final IS-MND for their consideration.

Response A-1.7

Caltrans recommends that the City consider upgrading crosswalks to high visibility at the intersection of Del Amo Boulevard and Long Beach Boulevard, and 51st Street and Long Beach Boulevard.

Caltrans' suggestion is noted. However, this request is beyond the scope of this project and this comment raises no environmental issues specific to the proposed project pursuant to CEQA, but will be presented to the decisionmakers as part of the Final IS-MND for their consideration.

Response A-1.8

Caltrans supports reducing parking whenever possible to encourage public transit and active modes of transportation. Additionally, Caltrans recommends the implementation of Transportation Demand Management (TDM) Strategies as an alternative to parking.

As required by the Long Beach Municipal Code, the proposed project would provide 86 on-grade parking spaces. Of the 86 required parking stalls, 76 are proposed as garage spaces (42 of which are proposed in tandem configuration) and 10 spaces would be designated as guest parking stalls. However, potential impacts associated with parking availability is not an environmental issue and alternative strategies for parking is not a required analysis under CEQA. Therefore, this comment does not pertain to the adequacy of the Draft IS-MND.

Response A-1.9

Caltrans states that any transportation of heavy construction equipment would need a Caltrans transportation permit.

In the event that oversized vehicles utilize State highways during project construction, the project applicant would comply with this requirement. The applicant would obtain Caltrans permits as required.

Response A-1.10

The commenter provides Caltrans contact information for any questions.

This information is noted.

Letter A-2

LOS ANGELES COUNTY SANITATION DISTRICTS
Converting Waste Into Resources

Robert C. Ferrante
Chief Engineer and General Manager

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

June 9, 2020

Ref. DOC 5720863

Ms. Cynthia de la Torre, Planner IV
Development Services Department
City of Long Beach
411 West Ocean Boulevard, 3rd Floor
Long Beach, CA 90802

Dear Ms. de la Torre:

NOI Response for 5100 Long Beach Boulevard Project

The Los Angeles County Sanitation Districts (Districts) received a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) for the subject project on May 11, 2020. The proposed project is located within the jurisdictional boundary of District No. 3. We offer the following comments regarding sewerage service: A-2.1

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Market Street Trunk Sewer, located in Locust Avenue at Sunset Street. The Districts' 25.46-inch diameter lined trunk sewer has a capacity of 7.5 million gallons per day (mgd) and conveyed a peak flow of 1.8 mgd when last measured in 2017. A-2.2

2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a capacity of 400 mgd and currently processes an average flow of 261.1 mgd. A-2.3

3. The expected average wastewater flow from the project site, described in the notice as 38 three-story townhomes, is 7,410 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, under Services, then Wastewater Program and Permits, select Will Serve Program, and scroll down to click on the Table 1, Loadings for Each Class of Land Use link. A-2.4

4. The Districts are empowered by the California Health and Safety Code to charge a fee to connect (directly or indirectly) to the Districts' Sewerage System for increasing the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before this project is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, the developer should contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727. A-2.5

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the A-2.6

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

A-2.6 cont.

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

A-2.7

Very truly yours,

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

DOC 5754329.D03

Letter A-2

COMMENTER: Adriana Raza, Customer Service Specialist, Los Angeles County Sanitation Districts (Districts)

DATE: June 9, 2020

Response A-2.1

The commenter states that the proposed project is located within the Jurisdiction boundary of District No.3.

This comment is noted and individual responses to comments made by the Districts regarding sewer services are provided below.

Response A-2.2

The commenter states that wastewater generated from the project would discharge to a local sewer line not maintained by the Districts for conveyance to the Market Street Trunk Sewer. The comment also specifies the capacity and peak flow of the Districts' maintained sewer.

The comment is noted. See Response A-2.4, below, which includes the potential impacts to the Districts' Market Street Trunk Sewer.

Response A-2.3

The commenter states that wastewater generated by the proposed project would be treated at the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson and has a daily capacity of 400 million gallons per day (MGD).

In Section 19, *Utilities and Services Systems*, the remaining daily capacity was reported to be 140 MGD of wastewater at the JWPCP. See Response A-2.4, below, which includes the revised amount of 400 MGD, as stated in this comment.

Response A-2.4

The commenter states that the project is expected to generate 7,410 gallons per day.

According to CalEEMod estimates, the project would create 821.9 gallons per day or 0.0008 MGD. In response to this comment, page 96 of the Draft IS-MND is revised as follows:

> The proposed project would create demand for an estimated ~~300,000~~ 2.7 million gallons of water per year according to ~~CalEEMod estimates (see Appendix A)~~ estimates from the Los Angeles County Sanitation Districts (Districts). Assuming that 100 percent of this water use would be treated as wastewater, ~~300,000~~ 2.7 million gallons per year (~~821.9~~ 7,410 gallons per day or ~~0.0008~~ 0.007 MGD) represents less than 0.001 percent of the remaining daily capacity of ~~140~~ 400 MGD of wastewater at the JWPCP. In addition, the conveyance of wastewater to the JWPCP would occur through the Districts' Market Street Trunk Sewer which has a daily capacity of 5 MGD. The project would represent 0.1 percent of this daily capacity which would be an incremental increase that would not result in a significant impact.

These corrections do not alter the conclusions of the IS-MND that potential impacts associated with wastewater would occur such that new or expanded wastewater treatment facilities would be required.

Response A-2.5

The commenter discusses the District's ability to charge connection fees to the District's Sewerage System for increasing the strength or quantity of wastewater discharged from connected facilities. The District notes that payment of a connection fee will be required before a permit to connect to the sewer is issued for the proposed project.

The project applicant would be required to pay a sewer connection fee to the Districts prior to the issuance of a sewer connection permit which would offset any project impacts to the sewer system. The project applicant will comply with this requirement; however, this comment does not that pertain to the adequacy of the Draft IS-MND.

Response A-2.6

The commenter states that this letter does not constitute a guarantee of wastewater service, and serves the purpose of advising the developer that the Districts intend to provide this service up to the levels that are legally permitted and to inform the developer of the current existing capacity and any proposed expansion of the Districts' facilities.

This comment is noted; however, this comment does not pertain to the adequacy of the Draft IS-MND and raises no environmental issues specific to the proposed project.

Response A-2.7

The commenter provides the Districts' contact information for any questions.

This information is noted.

Letter O-1

GABRIELENO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Notice of Intent to Adopt An Initial Study/ Mitigated Negative Declaration

City of Long Beach

5100 Long Beach Boulevard, Long Beach, California

June 8, 2020

O-1

Project Name: 5100 Long Beach Boulevard Project

Dear Cynthia de la Torre,

We have received your Notice of Intent to adopt a Negative Declaration for the 5100 Long Beach Boulevard Project in the City of Long Beach. Our Tribal Government is requesting the retention of a Native American Tribal Consultant to monitor all ground disturbance conducted for this project.

Sincerely,
Gabrieleno Band of Mission Indians/Kizh Nation
(1844) 390-0787 Office

Andrew Salas, Chairman | Nadine Salas, Vice-Chairman | Dr. Christina Swindall Martinez, secretary
Albert Perez, treasurer I | Martha Gonzalez Lemos, treasurer II | Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723 www.gabrielenoindians@yahoo.com gabrielenoindians@yahoo.com

APPENDIX 1: Map 1-2; Bean and Smith 1978 map.

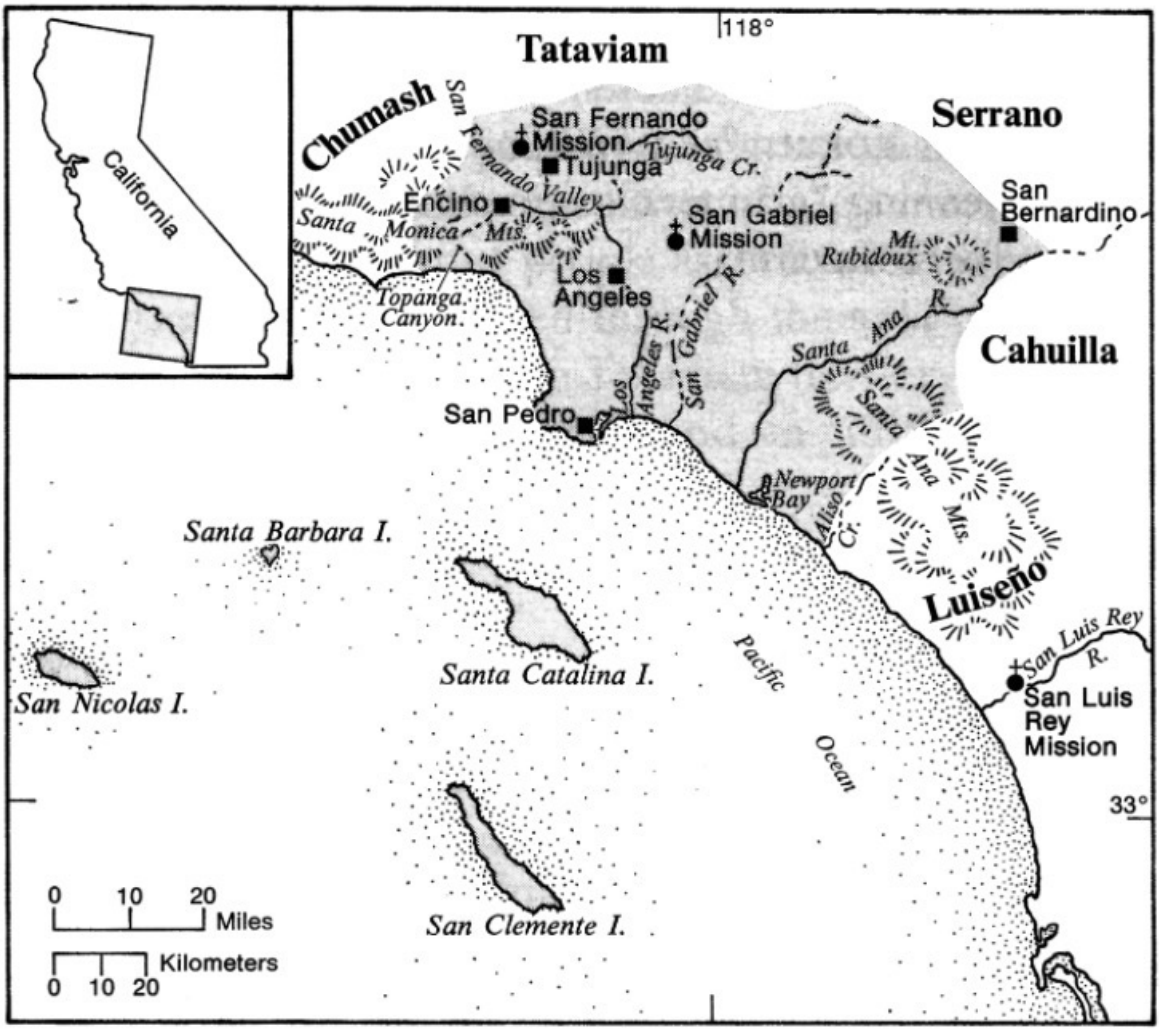


Fig. 1. Tribal territory.

The United States National Museum's Map of Gabrielino Territory:

Bean, Lowell John and Charles R. Smith
1978 Gabrielino IN *Handbook of North American Indians, California,* Vol. 8, edited by R.F. Heizer, Smithsonian Institution Press, Washington, D.C., pp. 538-549

Letter O-1

COMMENTER: Gabrieleno Band of Mission Indians/Kizh Nation

DATE: June 8, 2020

Response O-1.1

The commenter requests retention of a Native American Tribal Consultant to monitor all ground disturbances for this project and provides a map of the Gabrielino territory that includes the project area.

As shown in the above map, the project is located in the tribal territory of the Gabrieleno Band of Mission Indians/Kizh nation. Although it is not anticipated that intact tribal cultural resources are present in the project site, there is the potential for the recovery of buried cultural materials during project construction activities associated with the proposed townhomes. Mitigation Measure CR-1 under Section 5, *Cultural Resources*, of the IS-MND would address the potentially significant impacts relating to the unanticipated discovery of archeological or paleontological resources and human remains during project development. Nonetheless, Mitigation Measure CR-1 has been revised as follows to address this comment.

CR-1 Unanticipated Discovery of Archaeological Resources and Monitoring for Tribal Cultural Resources

If evidence of subsurface archaeological resources is found during construction, excavation and other construction activity in that area shall cease and the construction contractor shall contact the City of Long Beach Development Services Department. With direction from the Development Services Department, an archaeologist certified by the County of Los Angeles shall be retained to evaluate the discovery prior to resuming grading in the immediate vicinity of the find. If warranted, the archeologist shall collect the resource and prepare a technical report describing the results of the investigation. The test-level report shall evaluate the site including discussion of significance (depth, nature, condition and extent of the resources), final mitigation recommendations, and cost estimates.

The project applicant shall also be required to retain and compensate for the services of a Tribal Monitor/consultant who is listed under the Native American Heritage Commission's (NAHC) Tribal Contact list for the area of the project location. The Native American monitor shall be on-site to monitor all project-related, ground-disturbing construction activities (i.e. boring, grading, excavation, potholing, trenching, etc.). Ground disturbing activities are defined as activities that may include, but are not limited to, pavement removal, pot-holing, or auguring, grubbing, tree removals, boring, grading, excavation, drilling and trenching within the project area. The Tribal Monitor/consultant shall complete daily monitoring logs, soil and provide descriptions of the day's activities, including construction activities, locations, soils, and any cultural materials identified. The on-site monitoring shall end when the grading and excavation activities are complete, or when the Tribal representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

Letter I-1

From: Cholena Hwmphrey [redacted]
Sent: Thursday, May 21, 2020 11:55 AM
To: Anita Juhola-Garcia <Anita.Juhola-Garcia@longbeach.gov>
Subject: Re: Construction of New Housing

-EXTERNAL-

My new idea is this, I just went to Home Depot and saw that people love to build their own homes. You should sell property where people can build their own homes and I'm sure you will make some money on the sale of the property that is designated for home ownership and building. You could sell with a blank building permit and the person could design their own home. That way our town will have some creativity! People love to build their own homes. I-1.1

Have a good day!

Cholena Humphrey
Long Beach City College Student and Resident

De: Cholena Hwmphrey
Enviado: miércoles, 20 de mayo de 2020 08:31 p. m.
Para: anita.juhola-garcia@longbeach.gov <anita.juhola-garcia@longbeach.gov>
Asunto: Construction of New Housing

I think this project is a good idea. I feel that the layouts are too big and that rent will be higher than the average person can pay in Long Beach according to our wages here. Housing is always necessary it's just that this type of housing project will not affect the population that needs it most, the low income population. If you were to build for low income you would not have to make HUD houses, you could create a huge hotel like place where you just rent rooms. This would be similar to the YMCA where you used to be able to rent a room and then several people could share a bathroom on one hallway and there was a door man that made sure everyone was either working by presenting their work schedule or home at night before a certain curfew. Kids should be allowed to live with their mothers and fathers there too. Your housing project is just too expensive and will not even benefit the elderly whom needs available and affordable housing also. Revenue can be created in Long Beach in many ways, not just off of high rent. I'm assuming one of these place will be around 3,400$ the month, not including bills. You can make money here off of providing housing so people can work and pay taxes. You could also make YMCA like rooms, studios with a shared bathroom and shower I-1.2

area (men and women apart), or little one bedrooms (for retired people) where everyone has a right to a place to live and work. For the average person your development is just a dream to be able to afford and offers no value as an asset to people.

I-1.2
Cont.

Cholena Humphrey
Long Beach Resident
Long Beach City College Student

Letter I-1

COMMENTER: Cholena Humphrey

DATE: May 21, 2020

Response I-1.1

The commenter suggests that the City sell blank building permits and allow individuals to design and build their own homes.

The commenter's suggestion is noted. This comment raises no environmental issues specific to the proposed project pursuant to CEQA, but will be presented to the decisionmakers as part of the Final IS-MND for consideration.

Response I-1.2

The commenter suggests that project should be reconfigured to have smaller and more affordable residential units.

The commenter's suggestion is noted. This comment raises no environmental issues specific to the proposed project pursuant to CEQA, but will be presented to the decisionmakers as part of the Final IS-MND for consideration.

Letter I-2

From: Martin Bell [redacted]
Sent: Wednesday, May 20, 2020 8:25 PM
To: Anita Juhola-Garcia <Anita.Juhola-Garcia@longbeach.gov>
Subject: 4800 and 5100 Long Beach Blvd.

-EXTERNAL-

I am a resident in the Los Cerritos area of District 8. I have reviewed the two housing projects on Long Beach Blvd.

Both properties are quite dense and my concern regards parking availability. Allocating only 5 visitor spaces for the 4800 site and 10 visitor spaces for the 5100 site forces people with multiple vehicles to park offsite. And it seems unlikely that visitors will find parking onsite.
I can agree to a concentrated unit layout with minimal greenspace. But to force parking for residents and visitors on Long Beach Blvd or in the nearby residential streets is perilous, at best.
Please see if the proposals can increase parking availability at each site.

I-2

Thank you,
Martin Bell

Letter I-2

COMMENTER: Martin Bell

DATE: May 20, 2020

Response I-2

The commenter expresses concerns regarding parking availability and notes potential dangers of parking on Long Beach Boulevard and in nearby residential streets.

As required by the Municipal Code, the proposed project would provide 86 parking spaces on site, including 76 spaces in garages (two spaces per garage) and ten guest parking spaces. However, potential impacts associated with parking availability is not an environmental issue and therefore is not a required analysis under CEQA. Nonetheless, the comment is noted and will be presented to the decisionmakers as part of the Final IS-MND for their consideration.

Letter I-3

From: abbe wool [redacted]
Sent: Thursday, May 21, 2020 7:55 AM
To: Anita Juhola-Garcia <Anita.Juhola-Garcia@longbeach.gov>
Subject:

-EXTERNAL-

I have been reading of a proposal to build multi-family dwellings at 4800 and 5100 Long Beach Boulevard. Please tell me they will provide housing for people who earn minimum wage.

aw

I-3

Letter I-3

COMMENTER: Abbe Wool

DATE: May 21, 2020

Response I-3

The commenter asks if the project would provide affordable housing.

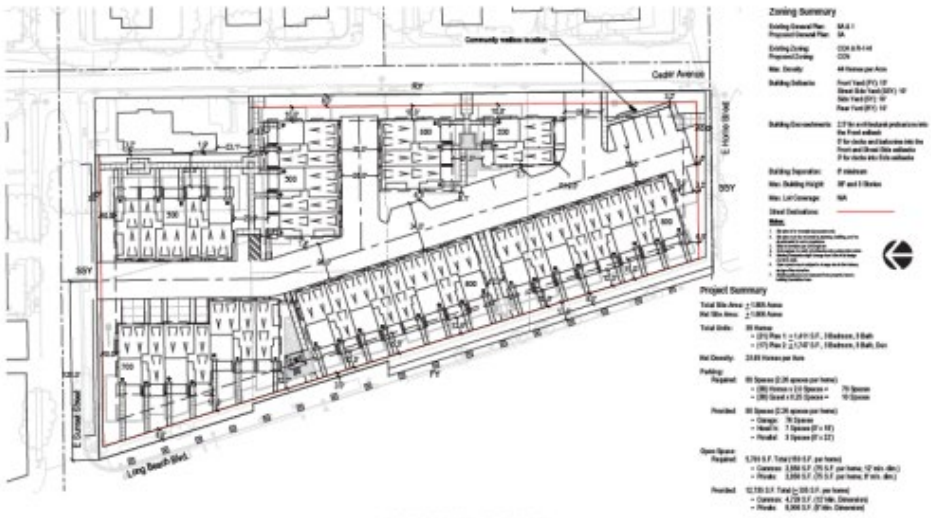
The commenter's question is noted. This comment raises no environmental issues specific to the proposed project pursuant to CEQA, but will be presented to the decisionmakers as part of the Final IS-MND for consideration.

Letter I-4

Hi Phillips,

As promised on the phone, please find the site plan and the conceptual landscape plan for the project at 5100 Long Beach Blvd below. You will see in the site plan that the proposed building is set back about 23' from your side property line. The landscape plan also shows additional landscaping in this area. The project will be conditioned to provide additional landscaping in the area abutting your neighboring residence to screen and buffer views. The third image below shows a cross-section of the 23' setback area with conceptual landscaping in the form of tall trees for screening.

Please let me know if you'd like to further discuss or would like to submit additional public comment,



CONCEPTUAL SITE PLAN

City Ventures | 5100 Long Beach Boulevard, LONG BEACH, CA | A.SP1 | WHA

I-4

I-4 Cont.

Cynthia de la Torre
Planner IV
Pronouns: She, Her, Hers, Ella

Long Beach Development Services | Planning Bureau
411 W. Ocean Blvd., 3rd Fl. | Long Beach, CA 90802
Office: 562-570-6559

Letter I-4

COMMENTER: Philips Davidson

DATE: May 22, 2020

Response I-4

The commenter called Cynthia de la Torre, City Planner, directly to ask about project setbacks and landscaping in the area of abutting residences.

The email above is the City Planner's response to the commenter's questions. The site plan shows that the proposed building is set back about 23' from the property line. Additionally, the landscape plan shows the landscaping plan for that area of the project site since the project is conditioned to provide landscaping in the area abutting neighborhood residences to screen and buffer views.

3 Errata

This Errata addresses proposed refinements and revisions to the 5100 Long Beach Boulevard Project (Project) evaluated in the 5100 Long Beach Boulevard Draft Initial Study-Mitigated Negative Declaration (IS-MND). This Errata evaluates revisions incorporated in the Final IS-MND. In-text deletions are noted by ~~strikeout~~ and in-text insertions by underline. Individual typographical corrections are not specifically indicated here. The revisions are organized by section and page number. As discussed below, none of the conditions in Section 15073.5 of the CEQA Guidelines would be met because the revisions would not result in a significant change or an increase in the severity of any identified impact, and subsequent recirculation of the Draft IS-MND is not required.

Effect of In-Text Revisions

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

CEQA Guidelines Section 15073.5 requires that a MND that has been made available for public review, but not yet certified, be recirculated only if significant new information has been added to the IS-MND. The information contained in this Errata makes insignificant changes to the information that has already been presented in the Draft IS-MND. In addition, the minor refinements are not significant because the IS-MND is not changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project. Thus, none of the conditions in Section 1508735 of the CEQA Guidelines are met and recirculation is not required.

Cultural Resources

The following revisions were made in Section 5, *Cultural Resources*, of the IS-MND to address the public comment provided by the Gabrieleno Band of Mission Indians/Kizh Nation:

Section 5 – Page 38

CR-1 Unanticipated Discovery of Archaeological Resources and Monitoring for Tribal Cultural Resources

If evidence of subsurface archaeological resources is found during construction, excavation and other construction activity in that area shall cease and the construction contractor shall contact the City of Long Beach Development Services Department. With direction from the Development Services Department, an archaeologist certified by the County of Los Angeles shall be retained to evaluate the discovery prior to resuming grading in the immediate vicinity of the find. If warranted, the archeologist shall collect the resource and prepare a technical report describing the results of the investigation. The test-level report shall evaluate the site including discussion of significance (depth, nature, condition and extent of the resources), final mitigation recommendations, and cost estimates.

The project applicant shall also be required to retain and compensate for the services of a Tribal Monitor/consultant who is listed under the Native American Heritage Commission's (NAHC)

Tribal Contact list for the area of the project location. The Native American monitor shall be on-site to monitor all project-related, ground-disturbing construction activities (i.e. boring, grading, excavation, potholing, trenching, etc.). Ground disturbing activities are defined as activities that may include, but are not limited to, pavement removal, pot-holing, or auguring, grubbing, tree removals, boring, grading, excavation, drilling and trenching within the project area. The Tribal Monitor/consultant shall complete daily monitoring logs, soil and provide descriptions of the day's activities, including construction activities, locations, soils, and any cultural materials identified. The on-site monitoring shall end when the grading and excavation activities are complete, or when the Tribal representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

Utilities and Service Systems

The following revisions were made in Section 19, *Utilities and Service Systems*, of the IS-MND to address the public comment provided by Los Angeles County Sanitation Districts:

Section 19 – Page 98

The proposed project would create demand for an estimated ~~300,000~~ 2.7 million gallons of water per year according to ~~CalEEMod estimates (see Appendix A)~~ estimates from the Los Angeles County Sanitation Districts (Districts). Assuming that 100 percent of this water use would be treated as wastewater, ~~300,000~~ 2.7 million gallons per year (~~821.9~~ 7,410 gallons per day or ~~0.0008~~ 0.007 MGD) represents less than 0.001 percent of the remaining daily capacity of ~~140~~ 400 MGD of wastewater at the JWPCP. In addition, the conveyance of wastewater to the JWPCP would occur through the Districts' Market Street Trunk Sewer which has a daily capacity of 5 MGD. The project would represent 0.1 percent of this daily capacity which would be an incremental increase that would not result in a significant impact.

Conclusion

Based on the information presented above, the revised mitigation measure and water demand calculations would not result in any new significant impacts or a substantial increase in severity of an impact already identified in the Draft IS-MND or disclose a feasible alternative or mitigation measure the Applicant has declined to adopt. Thus, none of the conditions in Section 15073.5 of the CEQA Guidelines are met and subsequent recirculation of the Draft IS-MND is not required.

4 Mitigation Monitoring and Reporting Program

CEQA requires adoption of a reporting or monitoring program for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). This Mitigation Monitoring and Reporting Program (MMRP) is intended to track and ensure compliance with adopted mitigation measures during the project implementation phase. For each mitigation measure recommended in the Final Initial Study-Mitigated Negative Declaration (Final IS-MND), specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Aesthetics							
AES-1 Construction Staging Areas							
Construction equipment staging areas shall be located, to the greatest extent feasible, away from nearby existing residential uses, and utilize appropriate screening (i.e., temporary fencing with opaque material) to shield public views of construction equipment and material. Prior to issuance of a grading permit, the City Engineer shall verify that staging areas are identified on final grading/development plans and that appropriate perimeter screening is included as a construction specification.	Review final construction plans for compliance	Prior to issuance of a grading permit	Once	City of Long Beach Development Services Department			
AES-2 Outdoor Lighting Plan							
Exterior lighting shall not spill over onto adjacent uses. Prior to issuance of any building permit, the project applicant shall prepare and submit an Outdoor Lighting Plan to the City of Long Beach Development Services Department, for review and approval, that includes a foot-candle map illustrating the amount of light from the project at adjacent light sensitive receptors. All exterior light fixtures (including street lighting) shall be shielded or directed away from adjoining uses. Landscape light levels and fixtures shall be appropriate for the purpose and location. Design and placement will consider the type, intensity, and location of uses. Safety and security lighting for pedestrians and vehicular movements shall be provided.	Review final construction plans for compliance	Prior to issuance of a building permit	Once	City of Long Beach Development Services Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Biological Resources							
BIO-1 Nesting Bird Avoidance							
If site preparation/construction activities including vegetation clearing, vegetation trimming, grading or other ground disturbing activities are initiated during the nesting bird season (February 1-August 31 for passerines, January 1 – August 31 for raptors), a preconstruction nesting bird survey shall be conducted by a qualified biologist to determine the presence/absence, location, and status of any active nests onsite or within 100 feet of the site for nesting passerines, or within 250 feet of the site for nesting raptors. In areas where site access is limited or prohibited (e.g., private property) the area will be surveyed using binoculars. Nesting bird surveys shall be completed not more than 14 days before the start of construction activities. If active nests are discovered on the project site, a qualified biologist will establish a species-specific avoidance buffer around the nest where no construction activity is allowed until a qualified biologist has determined that the nest is no longer active. Encroachment into the buffer can occur at the discretion of the qualified biologist with the City's consent. The City shall be provided with a preconstruction nesting bird survey results report within 48 hours of completion of the survey, if required, prior to obtaining the City issued grading permit, or within 2 weeks if not required for permit issuance. The report shall include date of the survey, date of the report, authors and affiliations, contact information, methods, study location, results, and discussion/recommendations. If nesting birds are found, a map must be included with locations, buffers, and recommended measures to avoid impacts to the nests.	Verify completion of pre-construction nesting bird survey (if construction begins during the breeding season) prior to initiation of construction activities	Survey verification prior to issuance of grading permits; field verification as needed during construction activities	Once for bird survey; field verification periodically throughout construction	City of Long Beach Development Services Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Cultural Resources							
CR-1 Unanticipated Discovery of Archaeological Resources							
If evidence of subsurface archaeological resources is found during construction, excavation and other construction activity in that area shall cease and the construction contractor shall contact the City of Long Beach Development Services Department. With direction form the Development Services Department, an archaeologist certified by the County of Los Angeles shall be retained to evaluate the discovery prior to resuming grading in the immediate vicinity of the find. If warranted, the archeologist shall collect the resource and prepare a technical report describing the results of the investigation. The test-level report shall evaluate the site including discussion of significance (depth, nature, condition and extent of the resources), final mitigation recommendations, and cost estimates. The project applicant shall also be required to retain and compensate for the services of a Tribal Monitor/consultant who is listed under the Native American Heritage Commission's (NAHC) Tribal Contact list for the area of the project location. The Native American monitor shall be on-site to monitor all project-related, ground-disturbing construction activities (i.e. boring, grading, excavation, potholing, trenching, etc.). Ground disturbing activities are defined as activities that may include, but are not limited to, pavement removal, pot-holing, or auguring, grubbing, tree removals, boring, grading, excavation, drilling and trenching within the project area. The Tribal Monitor/consultant shall complete daily monitoring logs, soil and provide descriptions of the day's activities, including construction activities, locations, soils, and any cultural materials identified. The on-site monitoring shall end when the grading and excavation activities are complete, or when the Tribal representatives and monitor/consultant have	Verify that appropriate procedures are followed if cultural resources are identified during demolition, grading, and/or construction; verify that monitoring and reporting occurs for tribal cultural resources	During grading and ground disturbing activities for tribal cultural monitoring, and on an as-needed bases if archaeological resources are found	Continuous throughout grading and ground disturbing activities	City of Long Beach Development Services Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
indicated that the site has a low potential for impacting Tribal Cultural Resources.							
CR-2 Unanticipated Discovery of Human Remains							
If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access.	Verification that appropriate procedures are followed if human remains are identified during demolition, grading, and/or construction	As needed during grading and ground disturbing activities	As needed during grading and ground disturbing activities	City of Long Beach Development Services Department			
Geology and Soils							
GEO-1 Unanticipated Discovery of Paleontological Resources							
If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area shall cease and the construction contractor shall contact the City of Long Beach Development Services Department. With direction from the Development Services Department, a paleontologist certified by the County of Los Angeles shall evaluate the find. If warranted, the paleontologist shall prepare and implement a standard Paleontological Resources Mitigation Program for the salvage and curation of the identified resources.	Verification that appropriate procedures are followed if paleontological resources are identified during demolition, grading, and/or construction	As needed during grading and ground disturbing activities	As needed during grading and ground disturbing activities	City of Long Beach Development Services Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Hazards and Hazardous Materials							
HAZ-1 Existing Toxic Hazardous Materials							
Asbestos In the event that any suspect asbestos-containing materials (ACMs) are discovered during demolition activities, the materials shall be sampled and analyzed for asbestos content prior to any disturbance. Prior to the issuance of the demolition permit, the applicant shall provide a letter from a qualified asbestos abatement consultant that no ACMs are present in the building. If ACMs are found to be present, all asbestos removal operations shall be performed by a Cal/OSHA-DOSH-registered and California-licensed asbestos contractor. All disturbances of ACMs, and/or abatement operations, shall be performed under the surveillance of a third-party Cal/OSHA Certified Asbestos Consultant. All disturbances of ACMs, and/or abatement operations, shall be performed in accordance with the Cal/OSHA requirements set forth in 8 CCR 1529. Asbestos abatement must also be performed in accordance with SCAQMD requirements set forth in Rule 1403 as well as all other applicable State and federal rules and regulations. **Lead** Any suspect lead-based paint shall be sampled prior to any renovations or demolition activities. Prior to the issuance of the demolition permit, the applicant shall provide a letter from a licensed lead-based paint abatement contractor that no lead-based paint is present in the building. If identified, lead-based paint located within building scheduled for renovation or demolition, or noted to be damaged, shall be abated by a licensed lead-based paint abatement contractor, and disposed of according to all state and local regulations. All construction work shall be subject to 29 Code of Federal Regulations (CFR) Part 1926.62 “Lead Exposure in	Verify documentation from a qualified consultant that no ACMs or lead based paint are present in any onsite structures. If toxic hazardous materials are present, review and approval of abatement plan, and closure report	Prior to issuance of demolition permits	Once, prior to project demolition	City of Long Beach Development Services Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Construction Interim Final Rule," which was adopted and incorporated into California's own standard Title 8 Code of California Regulations (CCR) Section 1532.1.							
Noise							
NOI-1 Sound Insulation							
The applicant shall install exterior building materials with sufficient Sound Transmission Class (STC) ratings to reduce interior noise levels in habitable rooms of all residential units with direct exposure to Long Beach Boulevard to below 45 CNEL, as required by CCR Title 24. All residential windows, exterior doors, and exterior wall assemblies that face Long Beach Boulevard and the adjacent Union Pacific Railroad, shall meet an STC 30 rating to ensure the adequate attenuation of noise at a range of frequencies. The provision of forced-air mechanical ventilation, enabling new residents to retain adequate air quality with windows closed, and the installation of STC 30-rated residential windows, exterior doors, and exterior wall assemblies would substantially reduce interior noise in habitable rooms. Prior to approval of the development, the applicant shall demonstrate to the Department of Development Services how construction of the proposed residential units and chosen building materials will achieve an interior noise level of 45 CNEL.	Review final construction plans for compliance	Prior to issuance of construction permits	Once	City of Long Beach Development Services Department			
NOI-2 Construction Noise							
▪ Prior to Grading Permit issuance, the project applicant shall demonstrate, to the satisfaction of the City of Long Beach City Engineer that the project complies with the following: ▪ Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.	Verify noticing has been conducted	Prior to issuance of demolition/grading permits	Once	City of Long Beach Development Services Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
▪ Property owners and occupants located within 200 feet of the project boundary shall be sent a notice regarding the construction schedule of the proposed project, at least 15 days prior to commencement of construction of each phase. A sign, legible at a distance of 50 feet shall be posted at the project construction site. All notices and signs shall be reviewed and approved by the City of Long Beach Development Services Department, prior to mailing or posting, and shall indicate the dates and duration of construction activities, as well as provide a contact name and telephone number where residents can inquire about the construction process and register complaints. ▪ Prior to issuance of any Grading or Building Permit, the Contractor shall provide evidence that a construction staff member will be designated as a Noise Disturbance Coordinator and will be present onsite during construction activities. The Noise Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a compliant is received, the Noise Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Public Works Department. All notices that are sent to residential units immediately surrounding the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator. ▪ Prior to issuance of any Grading or Building Permit, the Project Applicant shall demonstrate to the satisfaction of the City Engineer that construction noise reduction methods shall be used where feasible. These reduction methods include shutting off idling							

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools. Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.), to the extent feasible. ▪ During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers. ▪ Construction activities shall not take place outside of the allowable hours specified by the City's Municipal Code Section 8.80.202, Construction Activity (7:00 a.m. to 7:00 p.m. on weekdays and 9:00 a.m. to 6:00 p.m. on Saturdays; construction activities are not permitted on Sundays or legal holidays).							

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From: Anita Juhola-Garcia
To: Cynthia de la Torre
Subject: FW: Construction of New Housing
Date: Thursday, May 21, 2020 12:20:08 PM

From: Cholena Hwmphrey <cholena.1981@hotmail.com>
Sent: Thursday, May 21, 2020 11:55 AM
To: Anita Juhola-Garcia <Anita.Juhola-Garcia@longbeach.gov>
Subject: Re: Construction of New Housing

-EXTERNAL-

My new idea is this, I just went to Home Depot and saw that people love to build their own homes. You should sell property where people can build their own homes and I'm sure you will make some money on the sale of the property that is designated for home ownership and building. You could sell with a blank building permit and the person could design their own home. That way our town will have some creativity! People love to build their own homes.

Have a good day!

Cholena Humphrey
Long Beach City College Student and Resident

De: Cholena Hwmphrey
Enviado: miércoles, 20 de mayo de 2020 08:31 p. m.
Para: anita.juhola-garcia@longbeach.gov <anita.juhola-garcia@longbeach.gov>
Asunto: Construction of New Housing

I think this project is a good idea. I feel that the layouts are too big and that rent will be higher than the average person can pay in Long Beach according to our wages here. Housing is always necessary it's just that this type of housing project will not affect the population that needs it most, the low income population. If you were to build for low income you would not have to make HUD houses, you could create a huge hotel like place where you just rent rooms. This would be similar to the YMCA where you used to be able to rent a room and then several people could share a bathroom on one hallway and there was a door man that made sure everyone was either working by presenting their work schedule or home at night before a certain curfew. Kids should be allowed to live with their mothers and fathers there too. Your housing project is just too expensive and will not even benefit the elderly whom needs available and affordable housing also. Revenue can be created in Long Beach in many ways, not just off of high rent. I'm assuming one of these place will be around 3,400$ the month, not including bills. You can make money here off of providing housing so people can work and pay taxes. You could also make YMCA like rooms, studios with a shared bathroom and shower

area (men and women apart), or little one bedrooms (for retired people) where everyone has a right to a place to live and work. For the average person your development is just a dream to be able to afford and offers no value as an asset to people.

Cholena Humphrey
Long Beach Resident
Long Beach City College Student

From: Anita Juhola-Garcia
To: Cynthia de la Torre
Subject: FW: 4800 and 5100 Long Beach Blvd.
Date: Thursday, May 21, 2020 7:41:49 AM

FYI

From: Martin Bell <bellshirado@gmail.com>
Sent: Wednesday, May 20, 2020 8:25 PM
To: Anita Juhola-Garcia <Anita.Juhola-Garcia@longbeach.gov>
Subject: 4800 and 5100 Long Beach Blvd.

-EXTERNAL-

I am a resident in the Los Cerritos area of District 8. I have reviewed the two housing projects on Long Beach Blvd.

Both properties are quite dense and my concern regards parking availability. Allocating only 5 visitor spaces for the 4800 site and 10 visitor spaces for the 5100 site forces people with multiple vehicles to park offsite. And it seems unlikely that visitors will find parking onsite.
I can agree to a concentrated unit layout with minimal greenspace. But to force parking for residents and visitors on Long Beach Blvd or in the nearby residential streets is perilous, at best. Please see if the proposals can increase parking availability at each site.

Thank you,
Martin Bell

From: Anita Juhola-Garcia
To: Cynthia de la Torre
Subject: FW:
Date: Thursday, May 21, 2020 8:00:00 AM

FYI

From: abbe wool <abbewool@charter.net>
Sent: Thursday, May 21, 2020 7:55 AM
To: Anita Juhola-Garcia <Anita.Juhola-Garcia@longbeach.gov>
Subject:

-EXTERNAL-

I have been reading of a proposal to build multi-family dwellings at 4800 and 5100 Long Beach Boulevard. Please tell me they will provide housing for people who earn minimum wage.

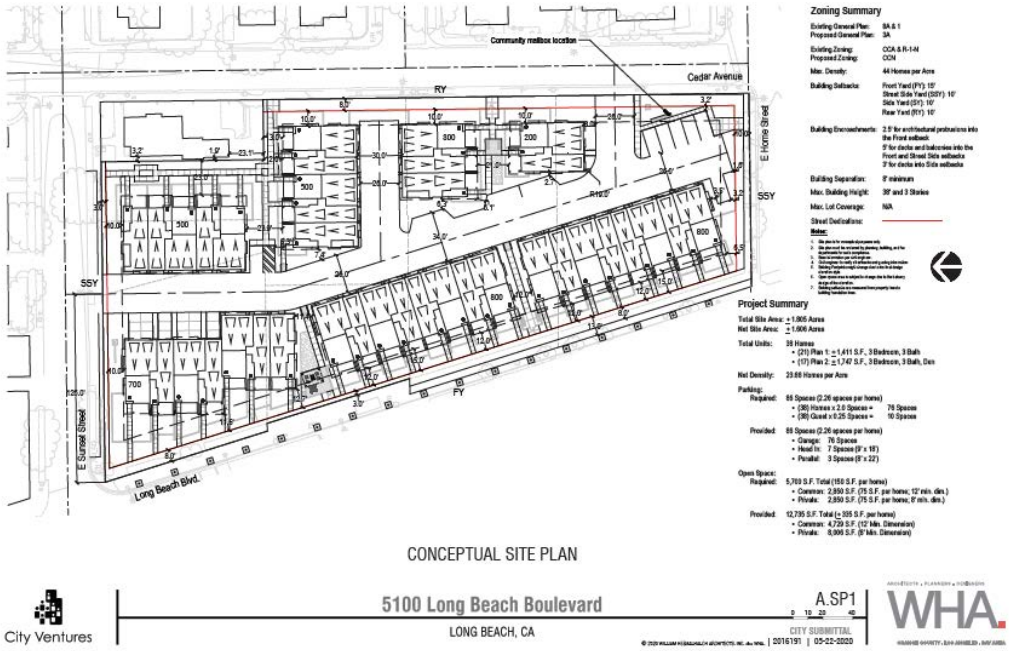
aw

From: Cynthia de la Torre
To: phillipsdavidson@gmail.com
Cc: Anita Juhola-Garcia
Subject: 5100 Long Beach Blvd Project
Date: Friday, May 22, 2020 1:10:00 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png
image007.png
image008.png

Hi Phillips,

As promised on the phone, please find the site plan and the conceptual landscape plan for the project at 5100 Long Beach Blvd below. You will see in the site plan that the proposed building is set back about 23' from your side property line. The landscape plan also shows additional landscaping in this area. The project will be conditioned to provide additional landscaping in the area abutting your neighboring residence to screen and buffer views. The third image below shows a cross-section of the 23' setback area with conceptual landscaping in the form of tall trees for screening.

Please let me know if you'd like to further discuss or would like to submit additional public comment,



SECTION A

SECTION KEY - N.T.S.

Cynthia de la Torre
Planner IV
Pronouns: She, Her, Hers, Ella

Long Beach Development Services | Planning Bureau
411 W. Ocean Blvd., 3rd Fl. | Long Beach, CA 90802
Office: 562-570-6559

LONGBEACH DEVELOPMENT SERVICES

2020 CENSUS BE COUNTED. LONG BEACH LEARN MORE

From:	Cynthia de la Torre
To:	Sandy Hong
Subject:	RE: 5100 Long Beach Boulevard Project Concern
Date:	Thursday, June 11, 2020 9:02:00 AM
Attachments:	image001.png image002.png image003.png image004.png image005.png

Hi Sandy,

Thank you very much for your comment. Site improvements such as curb cuts for driveways are reviewed by Planning, Public Works, and the Fire Department to ensure feasibility and consistency with General Plan Policies. The Urban Design Element of the General Plan states the following policy for this land use PlaceType: Policy UD 21-8: Provide access to parking/loading from alleys or side streets to minimize curb cuts along the main boulevard where pedestrian activity will be the heaviest (page 46 accessible here).

We will include your public comment and forward it to the Planning Commission.

Thank you,

Cynthia de la Torre
Planner IV
Pronouns: She, Her, Hers, Ella

Long Beach Development Services | Planning Bureau
411 W. Ocean Blvd., 3rd Fl. | Long Beach, CA 90802
Office: 562-570-6559

From: Sandy Hong <sandyehong@gmail.com>
Sent: Wednesday, June 10, 2020 10:31 PM
To: Cynthia de la Torre <Cynthia.DeLaTorre@longbeach.gov>
Subject: 5100 Long Beach Boulevard Project Concern

-EXTERNAL-

Hello Cynthia,

My family and I live in one of the single-family residential homes on Sunset Street directly across from the proposed 5100 Long Beach Boulevard Project. After reviewing the project site plan, we are concerned about the placement of the driveway to the 38 condominium townhomes on Sunset

Street. Parking on Sunset Street is already impacted with vehicles from four residential homes, four apartment units, and a commercial business. We kindly request that the proposed Sunset Street driveway be moved onto Home Street or Long Beach Boulevard. Directing the driveway outlet towards Long Beach Boulevard where there is already a traffic light seems more plausible. It will allow condominium residents to safely turn left or right onto Long Beach Boulevard where there is a protected turn. Please take our concern and requests into consideration.

Best Regards,
Sandy Hong

From: Cynthia de la Torre
To: Kevin Hong
Cc: Anita Jahola-Garcia
Subject: RE: 5100 Long Beach Blvd Project
Date: Friday, June 12, 2020 8:18:00 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

Hi Kevin,

Thank you very much for your comment. Site improvements such as curb cuts for driveways are reviewed by Planning, Public Works, and the Fire Department to ensure feasibility and consistency with General Plan Policies. The Urban Design Element of the General Plan states the following policy for this land use PlaceType: Policy UD 21-8: Provide access to parking/loading from alleys or side streets to minimize curb cuts along the main boulevard where pedestrian activity will be the heaviest (page 46 accessible here).

We will include your public comment and forward it to the Planning Commission.

Thank you,

Cynthia de la Torre
Planner IV
Pronouns: She, Her, Hers, Ella

Long Beach Development Services | Planning Bureau
411 W. Ocean Blvd., 3rd Fl. | Long Beach, CA 90802
Office: 562-570-6559

From: Kevin Hong <hkevin703@yahoo.com>
Sent: Thursday, June 11, 2020 10:54 PM
To: Cynthia de la Torre <Cynthia.DeLaTorre@longbeach.gov>
Subject: Re: 5100 Long Beach Blvd Project

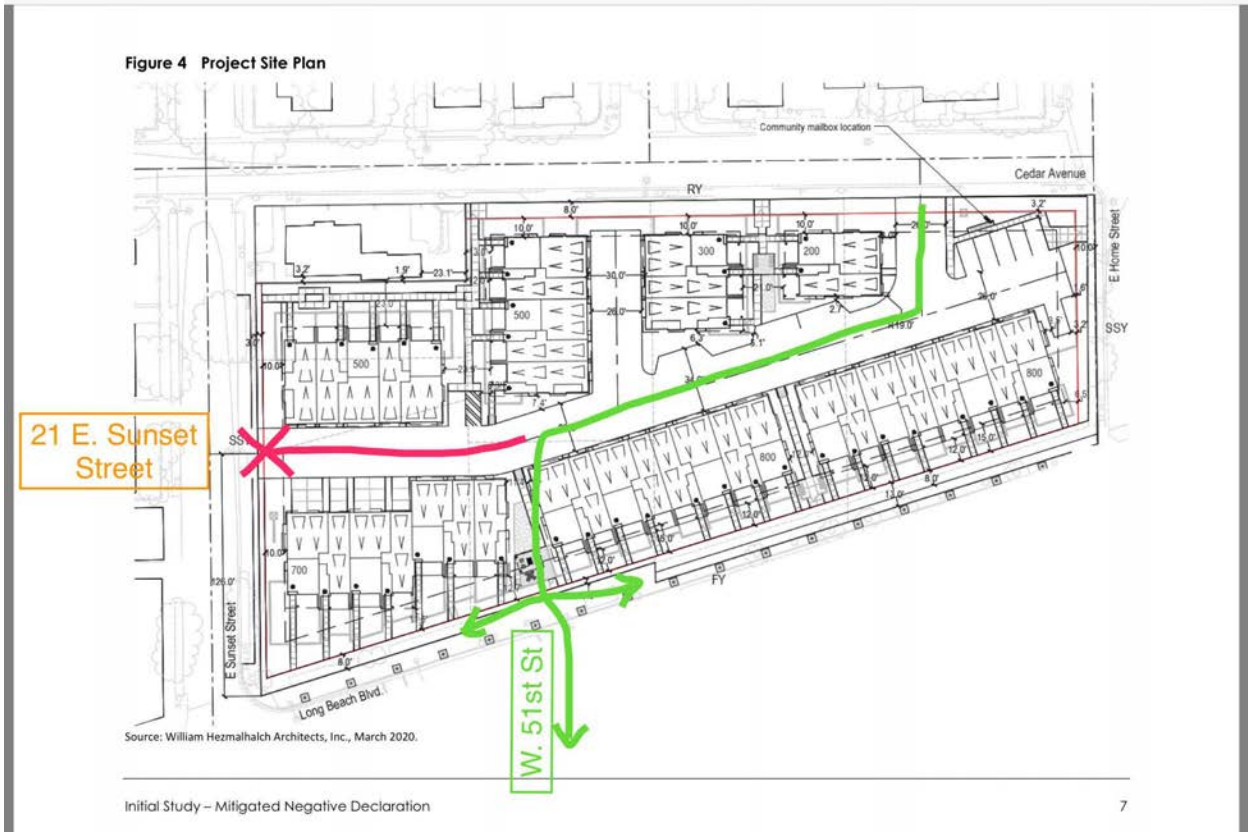
-EXTERNAL-
Hello Cynthia,

I live at 21 E. Sunset Street and wanted to express my concern regarding the housing project across the street from me. I noticed on the plan layout that there is a driveway for the townhouses located directly across from my house's driveway. Currently as it is, I have had many close calls when backing out due to the narrow width of the street and excessive speed from reckless drivers. To place your driveway directly across will be problematic and I do unfortunately foresee accidents. Instead, I believe that that driveway should be redirected towards W. 51st Street where an intersection light is already established thus allowing the townhouse residents to make protected left and right turns to access freeways. Your original plan forces them to make an unprotected left turn from Home Street with oncoming traffic from both directions, vision obscured by a bus stop looking to the left and a left turn lane in the middle of Long Beach Blvd looking to the right. Home St. and Sunset Street on both ends of your housing project are very, very narrow especially with many parked cars (and RVs on Home St. near CVS) so why not utilize the intersection at Long Beach Blvd and W. 51st Street to reduce the amount of potential traffic from 86 additional cars? Please reconsider your driveway plan. I've lived in this neighborhood for 30 years. Give me a call or email me if you have further questions or concerns.

Thank you,

Kevin Hong
(562) 522-6180

I forgot to attach my illustrated explanation on the maps.



Thank you,

Kevin Hong

> On Jun 11, 2020, at 10:36 PM, Kevin Hong <hkevin703@yahoo.com> wrote:
>
> Hello Cynthia,
>
> I live at 21 E. Sunset Street and wanted to express my concern regarding the housing project across the street from me. I noticed on the plan layout that there is a driveway for the townhouses located directly across from my house's driveway. Currently as it is, I have had many close calls when backing out due to the narrow width of the street and excessive speed from reckless drivers. To place your driveway directly across will be problematic and I do unfortunately foresee accidents. Instead, I believe that that driveway should be redirected towards W. 51st Street where an intersection light is already established thus allowing the townhouse residents to make protected left and right turns to access freeways. Your original plan forces them to make an unprotected left turn from Home Street with oncoming traffic from both directions, vision obscured by a bus stop looking to the left and a left turn lane in the middle of Long Beach Blvd looking to the right. Home St. and Sunset Street on both ends of your housing project are very, very narrow especially with many parked cars (and RVs on Home St. near CVS) so why not utilize the intersection at Long Beach Blvd and W. 51st Street to reduce the amount of potential traffic from 86 additional cars? Please reconsider your driveway plan. I've lived in this neighborhood for 30 years. Give me a call or email me if you have further questions or concerns.
>
> Thank you,
>
> Kevin Hong
> (562) 522-6180
>