



BUSINESS DEPARTMENT – Facilities Development & Planning
Office of the Executive Director
2425 Webster Avenue, Long Beach, CA 90810
(562) 997-7550 Fax (562) 595-8644

November 15, 2022

Mayor Dr. Robert Garcia
City Council
Christopher Koontz
City of Long Beach
411 West Ocean Blvd.
Long Beach, California 90802

via email: Mayor@longbeach.gov
christopher.koontz@longbeach.gov

RE: City Council Agenda Item 22-1325, Appeal APL22-003 and CUP No. 18-001, Proposed New Car Wash at 5005 Long Beach Blvd., Long Beach, CA

Dear Honorable Dr. Robert Garcia, Members of City Council, and Christopher Koontz,

The Long Beach Unified School District ("District") hereby opposes City Council Agenda Item 22-1325 on November 15, 2022 for denial of Appeal APL22-003 and issuance of Conditional Use Permit ("CUP") No. 18-001 ("Permit") for the new Bliss Car Wash ("Bliss") Project, located at 5005 Long Beach Boulevard ("Project") adjacent to the District's Dooley Elementary School ("School").

BLISS' INCOMPLETE AIR QUALITY, NOISE, AND TRAFFIC STUDIES CANNOT SUFFICIENTLY SUPPORT THE REQUIRED CUP FINDING.

As you are aware, the City of Long Beach ("City") and District have been collaborating on this proposed Project since 2020 to address the significant impacts it would have on the School. Since that time, Bliss completed a partial Project redesign, and asserted that it has addressed all of the District's concerns related to the Project. This is untrue, the District's concerns remain because the potential impacts to the School have not been fully evaluated for the redesigned Project, as is discussed in more detail below.

In order to approve a CUP for the car wash, the City Council must make certain findings. Key here is Finding B in Long Beach's Municipal Code section 21.25.206, "The proposed use will not be detrimental to the surrounding community[,] including public health, safety or general welfare, environmental quality or quality of life...." Bliss provided air quality, noise, and traffic studies in an attempt to support this finding.

To ascertain whether Bliss' studies were sufficient, the District commissioned the independent environmental consulting firm, Chambers Group ("Chambers") to conduct a "Peer Review" of the air quality, noise, and traffic impact reports Bliss relied upon in claiming no significant impact to the School would occur. However, Chambers identified multiple instances of missing data and incomplete analyses which are detailed in Chambers' Peer Review Report, dated November 14, 2022, which is attached hereto, as though set forth in full herein.

Because these impact analyses are flawed and inadequate, City Council should not make the CUP Finding B and direct Bliss to conduct complete studies.

I. Incomplete Air Quality Study.

Chambers' Peer Review of the Air Quality and Greenhouse Gas Study points out that these studies did not consider "the cumulative effect on the surrounding community the Project would have when combined with the existing use." (Chambers' Peer Review, p. 2.) Chambers explained that increased vehicle visits to the car wash could cause an increase in Benzene emissions:

"[I]ncreas[ed] Benzene emissions generated by the existing fueling station and cumulatively (Existing plus project) may increase incremental risks (Acute, Chronic or Cancer) from the gas station operations to levels considered significant in the State of California and the City of Long Beach with the Project addition." (*Ibid.*)

Importantly Chambers explained that the gas station collocated with the car wash could increase to dispensing up to 8.4 million gallons of gasoline annually, where it is recommended that gas stations exceeding 3.6 million gallons per year not to be located within 300 feet of a school. (*Ibid.*) However, this important issue was neither addressed nor analyzed in Bliss' Air Quality and Greenhouse Gas Study.

II. Incomplete Noise Study.

The redesigned Project could still negatively impact the School, through excessive noise pollution. Bliss' redesigned Project would face the car wash exit to face south toward Del Amo Blvd., instead of toward the School. This is appreciated, but Bliss' Noise Analysis improperly concluded that this change will reduce the Project's noise levels to below the City's threshold requirement. Chambers found the Noise Analysis did not properly analyze the cumulative noise emissions from the variety of noise sources that would exist. Chambers identified some of these sources: "HVAC equipment (possibly roof mounted), along with the existing noise sources of the fueling stations and convenience store." (Chambers' Peer Review, p. 3.) Without further analysis encompassing all noise sources it is unclear whether the Project actually complies with the City's noise requirements and whether the noise would disrupt the School.

Without complete analyses, City Council is unable to find that this Project would not be detrimental to the surrounding community, public health, safety or general welfare, environmental quality, or quality of life.

III. Incomplete Traffic Study.

Long Beach Municipal Code section 21.52.206 also requires that CUPs only be granted where "the proposed use [does] not create unreasonable obstructions to traffic circulation around or near the site."

Bliss' redesigned Project would close off one driveway entrance into the site. Bliss' Traffic Impact Analysis did not evaluate the volume or LOS for the revised Project's remaining driveway. (Chambers' Peer Review, p. 3.) Further, Chambers identified an existing traffic problem on the northbound lane queue at Del Amo Blvd. and Long Beach Blvd. and explained that the added traffic from the Project will likely have an even more "significant impact" in the already deficient lane:

"The existing traffic concern present in the northbound lane at Del Amo Blvd. and Long Beach Blvd. will be exacerbated by the Project and "create unreasonable obstructions to traffic circulation around or near the site." (Chambers' Peer Review, p. 4.)

Without a complete traffic analysis, City Council is unable, yet again, to make Finding B and determine that the car wash would not create an unreasonable obstruction to traffic circulation.

CONCLUSION.

Given the incomplete air quality, noise, and traffic studies, City Council should not approve the CUP and direct Bliss to conduct further and complete studies.

Sincerely,



Tracy Nishihira, AIA
Interim Planning Administrator
Facilities Development & Planning
Long Beach Unified School District

cc: David Miranda
Alan Reising

Bliss Car Wash (Bliss) Adjacent to Dooley Elementary School Technical Study Peer Review

Long Beach Unified School District (LBUSD) – Facilities Development and Planning

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November 14, 2022

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(21394)

Tracy Nishihira, Interim Planning Administrator
Long Beach Unified School District (LBUSD) – Facilities Development and Planning
2425 Webster Avenue
Long Beach, CA 90810

Subject: Bliss Car Wash (Bliss) Adjacent to Dooley Elementary School Technical Study Peer Review

Dear Ms. Nishihira,

Chambers Group, Inc. (Chambers Group) was asked to peer review the following technical studies to evaluate the technical adequacy of these analyses for the Bliss Car Wash (Bliss) (Project) located at 5005 Long Beach Boulevard (Project site) adjacent to the LBUSD Dooley Elementary School:

- Air Quality and Greenhouse Gas study for the 5005 Long Beach Boulevard Project prepared by Rincon Consultants, Inc., June 2021;
- Noise Analysis for the 5005 Long Beach Boulevard Project prepared by BridgeNet International, Revised July 2022; and
- Traffic Impact Analysis for the Car Wash Development Project prepared by Kimley Horn, March 2021.

Chambers Group has collaborated with local, regional, and state agencies and stakeholders for four decades and regularly assists with resource agency coordination to expedite environmental documentation and the acquisition of necessary regulatory permits. Chambers Group Project Manager, Victoria Boyd, has managed a variety of projects throughout Southern California, with a focus on the technical aspects of CEQA including air quality, greenhouse gas, energy, noise, traffic, and water. Victoria has conducted noise monitoring for compliance with large scale projects such as Newhall Ranch, and worked on small scale developments, such as providing technical studies for approval of a 7-Eleven in Buena Park. Victoria was also assisted by Senior Project Manager, Meghan Gibson, who has managed a variety of projects for school districts throughout Southern California including but not limited to, LBUSD, Los Angeles Unified School District (LAUSD), and Irvine Unified School District (IUSD).

Chambers Group trusted subconsultant, Ldn Consulting, Inc. (Ldn), peer reviewed the Air Quality and Greenhouse Gas and Noise Analysis studies. Ldn is a State of California Certified Micro Business Corporation and a leading provider of acoustical, energy, air quality analysis and GHG consulting services. Ldn was founded in 2009 to assist planning firms, engineers, architects, private developers, and lead agencies in these fields. Their key personnel have performed numerous major and minor analyses to comply with CEQA and NEPA requirements throughout California. They specialize in environmental, alternative energy, infrastructure, architectural design, extractive operations, and public and private projects. Ldn provides technical impact studies for all types of mobile and fixed sources. Ldn has provided technical analyses for car wash and gas station projects throughout Southern California.

Resumes for both Chambers Group staff and Ldn are provided in Attachment C.

Project Description

The Project includes a Conditional Use Permit to construct and operate a new 3,058-square-foot detached self-service automated car wash (2,000-square-foot car wash tunnel and 1,058 square feet of equipment rooms and office space) and 15 vacuum parking spaces adjacent to an existing food mart and gas station along the north property line. The express car wash would use a conveyer system to move multiple vehicles at once. The queue line for the car wash would be able to fit eight vehicles within the Project site.



Bliss Car Wash (Bliss) Adjacent to Dooley Elementary School Technical Study Peer Review

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Location and Setting

The 0.46-acre Project site (Assessor Parcel Number [APN] 7132-028-019) is located in the City of Long Beach at 5005 Long Beach Boulevard, near the Long Beach Boulevard and Del Amo Boulevard intersection. The Project site is zoned Community Commercial Automobile-Oriented (CCA) with a General Plan Land Use designation of Neighborhood Serving Center or Corridor Moderate Density (NSC-L) within the Long Beach 2040 Plan Area. The Project site is currently an existing food mart and gas station with a parking lot area.

Dooley Elementary School is located directly north and west of the Project site, and the car wash would be about the school's playground area.

Summary of Findings

As previously mentioned, Ldn peer reviewed the Air Quality and Greenhouse Gas and Noise Analysis studies, focusing the review on the effects at the existing Dooley Elementary School.

A peer review of the Traffic Study was conducted by both Ldn and Chambers Group; again as the study pertains to the effects at the existing Dooley Elementary School.

Air Quality and Greenhouse Gas Study

Overall, the peer review of the Air Quality and Greenhouse Gas Study found that the study analyzed many of the operational source emissions ancillary to the larger convenience store with 12 fueling locations but did not consider the cumulative effect on the surrounding community the Project would have when combined with the existing use. This cumulative condition should be included and properly analyzed prior to Project approval.

The following specific comments on this study should also be addressed:

Page 3 2nd Paragraph of the Study: The Air Quality study identifies sensitive residential receptors. Distances to nearby receptors should be verified. Page 14 2nd paragraph says 120 feet south of Project site. These distances cited should be consistent on Page 3 and Page 14.

Page 22 Last Paragraph of the Study: Project construction is identified to last approximately 5 years. This should be verified and may be a typo. OEHHA health risks from construction equipment for this small site should be analyzed and would be expected to increase health risks at the nearby school to greater than 10 per million exposed. This effort should be included in the analysis if the construction duration is 5 years or 5 months. Tier 4 diesel construction equipment may be a requirement to reduce this risk due to the close proximity of the site to the school and nearby residential receptors. The total Project construction emissions from onsite Diesel equipment estimated in CalEEMod during construction should be utilized to estimate health risks at nearby sensitive receptors. Dispersion modeling should be included with receptor locations at the School and at Sensitive receptors to the south as a basis for a less than significant construction health risk impact finding.

Not included in the Study: The proposed Project would add an automated carwash which will generate 738 daily trips (369 daily cars). It would be expected that many of these additional trips would utilize the existing gas station and convenience market which would essentially be part of an estimated internal capture. At first glance, this seems like a relatively good thing and generally can be conceived as such for a community air quality or GHG benefit. An exception to this would be that the additional trips for the automated carwash would also likely utilize the existing gas station fueling stations which are situated adjacent to the sensitive receptors at the Dooley Elementary School. It is unclear how many of these carwash patrons would use the existing fueling stations but would likely be a significant portion of the estimated 738 trips. These patrons would in effect increase Benzene emissions generated by the existing fueling station and cumulatively (Existing plus Project) may increase incremental risks (Acute, Chronic or Cancer) from the gas station operations to levels considered significant in the State of California and the City of Long Beach with the Project addition.



Bliss Car Wash (Bliss) Adjacent to Dooley Elementary School Technical Study Peer Review

Long Beach Unified School District (LBUSD) – Facilities Development and Planning



Benzene is known to cause acute, chronic and cancer risks which were not analyzed. CAPCOA recommends setting gasoline dispensing stations capable of having a throughput of 3.6 million gallons per year to over 300' away (CAPCOA, 2009). Trip generation models by ITE 10th edition for convenience markets and gas stations predicts a site with 12 dispensers could generate as many as 3,870 daily trips or 1,935 cars. It may be difficult to estimate the fuel consumption onsite however an estimate can be derived. Combined with the predicted 1,935 vehicles the existing site generates (estimated) with the 369 cars, the fueling station could require as much as 8.4 million gallons per year (assuming each car gets 10 gallons). We don't expect 100% of these cars will get gas daily but if as little as 50% of these cars get fuel, the estimated yearly fuel would still exceed 3.6 million gallons. This information should be disclosed and included within the health risk analysis.

The existing gasoline dispensing and convenience market site is located adjacent to the school and the fueling stations are located approximately 150' to 185' from the school's playgrounds. The Air Quality and health risk conclusions prepared by the Project applicant fail to address the existing and existing plus Project health risks from the existing fueling station and the effects of the additional uses the carwash would bring to the Project site location. The health risk assessment should disclose existing and existing plus Project fuel deliveries such as "loading, Breathing, Fueling, Spillage and Hose Permeation consistent with California Air Resource Board Guidelines. The Health Risk Assessment should utilize site specific installed control technologies at underground storage tanks and fuel dispensers onsite. The assessment should disclose if upgrades to the existing operations to reduce toxic air contaminants (TACs) from fueling operations would be included as part of this Project. With additional fuel required onsite, additional fuel deliveries will be necessary and this should be disclosed. Health risks should be calculated at nearby residential areas as well as at locations where children play at Dooley Elementary School.

Noise Analysis

The peer review of the noise analysis found that the noise study was revised several times from March 2020 to July 2022 for the operational noise sources. The original noise report relied on the existing 9-foot wall located at the boundary of the Dooley Elementary School and the site. The report was updated per the City request to further reduce noise levels June 2021. The 2021 revised report incorporated acoustical absorption panels to lower noise levels at the school. The final report was revised in July 2022, which included a site redesign that enclosed the exit of the carwash tunnel as described below:

The current design calls for the exit end to be entirely enclosed, with solid walls and a solid roof. The exit opening will now face south (away from the school). Artist renderings of the Project show roll-up doors at both the entrance and exit ends. However, these doors will remain open during car wash operations. With the current design, noise levels from the car wash operations are expected to be reduced by at least another 10 dB for receptors in the school area near the exit end. (Noise levels near the entrance end would not change significantly).

The following specific comments on this study should be addressed:

- The Final Noise Report dated July 2022 along with the Project redesign are provided in Attachment B of this letter. The final report concluded that based on the redesign of the building (enclosing the carwash tunnel) the noise from the carwash is anticipated to below the City thresholds and ambient conditions at the site. These findings appear to be accurate with the condition that the Project carwash exit is enclosed as shown in the redesign renderings and analysis. These project design features should be made as conditions of approval for the Project.
- The Noise Report does not analyze noise from all the sources. The report states the vacuum equipment will be located in an equipment room and will not be significant. Although this is true, the vacuum lines at the designated parking areas do make noise. The noise from the vacuum lines and the equipment room are most likely below the thresholds, especially with the existing wall at the boundary of the school, but there will also be HVAC equipment (possibly roof mounted), along with the existing noise sources of the fueling stations and



Bliss Car Wash (Bliss) Adjacent to Dooley Elementary School Technical Study Peer Review

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convenience store. Overall, the cumulative noise sources may comply with the thresholds due to the existing wall at the school boundary but should be fully disclosed and analyzed.

- It is also recommended that the Noise Report provide a full Project description of the site and the sources along with a summary of the recommended noise reductions/design features. These design features should be conditions of approval.

Traffic Impact Analysis

The following specific comments on this study should be addressed:

- The study didn't evaluate the volume or LOS for the Project driveway. This driveway would be shared with the convenience store and gas station, and could back up into traffic along the roadway.
- The study utilizes only one example site for queuing study and should look at more locations. It is also unclear how counts were conducted for the queuing study, since queuing amounts show a percentage of a vehicle (ie. 1.5 cars).
- Appendix F of the study is missing data from the queue movement study; only Saturday data is shown.
- The queuing study for a car wash located in Long Beach rather than San Bernardino, would be more appropriate.
- It is unclear how a determination was made that the Project would not have a significant impact on the northbound lane queue at Del Amo and Long Beach since there is an existing deficiency and the Project adds traffic.
- Improvements should be provided for Del Amo and Virginia since the Project adds traffic and results in a further delay.
- A VMT screening evaluation should have been conducted utilizing the Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR, 2018).

It is our belief that these comments must be addressed prior to Project approval. Please contact Project Manager, Victoria Boyd, at (760) 685 -4838, if you have any questions or comments regarding the findings in this letter.

Sincerely,

CHAMBERS GROUP, INC.



Victoria Boyd

Project Manager

760.685.4838

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Bliss Car Wash (Bliss) Adjacent to Dooley Elementary School Technical Study Peer Review

Long Beach Unified School District (LBUSD) – Facilities Development and Planning

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References

CAPCOA. (2009). Health Risk Assessments for Proposed Land Use Projects. Retrieved from http://www.capcoa.org/wpcontent/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf

OPR. (2018). Technical Advisory on Evaluating Transportation Impacts in CEQA. Available online at: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

Attachments

Attachment A: Air Quality and Greenhouse Gas Review for the 5005 Long Beach Blvd Carwash Project in Long Beach CA, Ldn Consulting, Inc. November 3, 2022

Attachment B: Noise Review for the 5005 Long Beach Blvd Carwash Project in Long Beach CA, Ldn Consulting, Inc. November 2, 2022

Attachment C: Qualifications and Resumes



**ATTACHMENT A – Air Quality and Greenhouse Gas Review for the 5005 Long Beach
Blvd Carwash Project in Long Beach CA, Ldn Consulting, Inc. November 3, 2022**

Ldn Consulting, Inc.

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fax 760-689-4943

November 3, 2022

Victoria Boyd
Chambers Group, Inc.
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SUBJECT: Air Quality and Greenhouse Gas Review for the 5005 Long Beach Blvd Carwash Project in Long Beach CA

Per your request, we have reviewed the Air Quality and Greenhouse Gas study for the 5005 Long Beach Boulevard Project (prepared by Rincon Consultants. Inc., 2021). The proposed Project seeks to add a 3,058-square-foot (SF) automated car wash with a carwash tunnel and 15 vacuum pumps to include a 1,058 SF equipment and office area at an existing gas station with convenience store. The project would be located on the northwest corner of Del Amo Boulevard and Long Beach Boulevard in the City of Long Beach, California. The site, which includes a Gas Station and Convenience Market is adjacent to a sensitive receptor (Dooley Elementary School) to the north and residential receptors exist to the south across Del Amo Boulevard. Otherwise, mostly commercial and retail surrounds the project site.

The focus of our review pertains solely on the affects at the existing Dooley Elementary School. We found that the study analyzed many of the operational source emissions ancillary to the larger convenience store with 12 fueling locations but did not consider the cumulative effect on the surrounding community the Project would have when combined with the existing use.

Page 3 2nd Paragraph of the AQ/GHG report The Air quality study identifies sensitive residential receptors. Distances to nearby receptors should be verified. Page 14 Second paragraph says 120' south of project site. The distances cited should be consistent on Page 3 and Page 14.

Page 22 Last Paragraph of the AQ/GHG report: Project construction is identified to last approximately 5 years. This should be verified and may be a typo. OEHHHA health risks from construction equipment for this small site should be analyzed and would be

expected to increase health risks at the nearby school to greater than 10 per million exposed. This effort should be included in the analysis if the construction duration is 5 years or 5 months. Tier 4 diesel construction equipment may be a requirement to reduce this risk due to the close proximity of the site to the school and nearby residential receptors. The total project construction emissions from onsite Diesel equipment estimated in CalEEMod during construction should be utilized to estimate health risks at nearby sensitive receptors. Dispersion modeling should be included with receptor locations at the School and at Sensitive receptors to the south as a basis for a less than significant construction health risk impact finding.

Not included in AQ/GHG analysis report: The proposed Project would add an automated carwash which will generate 738 daily trips (369 daily cars). It would be expected that many of these additional trips would utilize the existing gas station and convenience market which would essentially be part of an estimated internal capture. At first glance, this seems like a relatively good thing and generally can be conceived as such for a community air quality or GHG benefit. An exception to this would be that the additional trips for the automated carwash would also likely utilize the existing gas station fueling stations which are situated adjacent to the sensitive receptors at the Dooley Elementary School. It is unclear how many of these carwash patrons would use the existing fueling stations but would likely be a significant portion of the estimated 738 trips. These patrons would in effect increase Benzene emissions generated by the existing fueling station and cumulatively (Existing plus project) may increase incremental risks (Acute, Chronic or Cancer) from the gas station operations to levels considered significant in the State of California and the City of Long Beach with the Project addition.

Benzene is known to cause acute, chronic and cancer risks which were not analyzed. CAPCOA recommends setting gasoline dispensing stations capable of having a throughput of 3.6 million gallons per year to over 300' away (CAPCOA, 2009). Trip generation models by ITE 10th edition for convenience markets and gas stations predicts a site with 12 dispensers could generate as many as 3,870 daily trips or 1,935 cars. It is hard to estimate the fuel consumption onsite however an estimate can be derived. Combined with the predicted 1,935 vehicles the existing site generates (Estimated) with the 369 cars... the fueling station could require as much as 8.4 million gallons per year (assuming each car gets 10 gallons). We don't expect 100% of these cars will get gas

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daily but if as little as 50% of these cars get fuel, the estimated yearly fuel would still exceed 3.6 million gallons. This information should be disclosed and included within the health risk analysis.

The existing gasoline dispensing and convenience market site is located adjacent to the school and the fueling stations are located approximately 150' to 185' from the school's playgrounds. The Air Quality and health risk conclusions prepared by the Project applicant fail to address the existing and existing plus Project health risks from the existing fueling station and the effects of the additional uses the carwash would bring to the project site location. The health risk assessment should disclose existing and existing plus project fuel deliveries such as "loading, Breathing, Fueling, Spillage and Hose Permeation consistent with California Air Resource Board Guidelines. The Health Risk Assessment should utilize site specific installed control technologies at underground storage tanks and fuel dispensers onsite. The assessment should disclose if upgrades to the existing operations to reduce toxic air contaminants (TACs) from fueling operations would be included as part of this project. With additional fuel required onsite, additional fuel deliveries will be necessary and this should be disclosed. Health risks should be calculated at nearby residential areas as well as at locations where children play at Dooley Elementary School.

If you should have any questions regarding this review, please contact me at your convenience at (760) 473-1253 or jlouden@ldnconsulting.net.

Sincerely,

Ldn Consulting, Inc.



Jeremy Loudon, Principal

References

CAPCOA. (2009). *Health Risk Assessments for Proposed Land Use Projects*. Retrieved from http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf

**ATTACHMENT B – Noise Review for the 5005 Long Beach Blvd Carwash Project in
Long Beach CA, Ldn Consulting, Inc. November 2, 2022**

Ldn Consulting, Inc.

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November 4, 2022

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SUBJECT: Noise Review for the 5005 Long Beach Blvd Carwash Project in Long Beach CA

Per your request, we have reviewed the Noise Report for the 5005 Long Beach Boulevard Project (prepared by BridgeNet International). The proposed Project seeks to add a 3,058-square-foot (SF) automated car wash with a carwash tunnel and 15 vacuum pumps to include a 1,058 SF equipment and office area at an existing gas station with convenience store. The project would be located on the northwest corner of Del Amo Boulevard and Long Beach Boulevard in the City of Long Beach, California. The site, which includes a Gas Station and Convenience Market is adjacent to a sensitive receptor (Dooley Elementary School) to the north and residential receptors exist to the south across Del Amo Boulevard. Otherwise, mostly commercial and retail surrounds the project site.

The focus of our review pertains solely on the affects at the existing Dooley Elementary School. We found that the noise study was revised several times from March 2020 to July 2022 for the operational noise sources. The original noise report relied on the existing 9-foot wall located at the boundary of the Dooley Elementary School and the site. The report was updated per the City request to further reduce noise levels June 2021. The 2021 revised report incorporated acoustical absorption panels to lower noise levels at the school. The final report was revised in July 2022, which included a site redesign that enclosed the exit of the carwash tunnel as described below:

The current design calls for the exit end to be entirely enclosed, with solid walls and a solid roof. The exit opening will now face south (away from the school). Artist renderings of the project show roll-up doors at both the entrance and exit ends. However, these doors will remain open during car wash operations. With the current design, noise levels from the car wash operations are expected to be reduced by at least another 10 dB for receptors in the school area near the exit end. (Noise levels near the entrance end would not change significantly).

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Findings

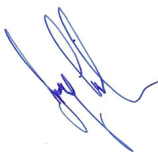
The Final Noise Report dated July 2022 along with the project redesign is provided as an Attachment. The final report concluded that based on the redesign of the building (enclosing the carwash tunnel) the noise from the carwash is anticipated to be below the City thresholds and ambient conditions at the site. We concur with these findings with the condition that the project carwash exit is enclosed as shown in the redesign renderings and analysis provided as an attachment to this letter.

The Noise Report does not analyze noise from all the sources. The report states the vacuum equipment will be located in an equipment room and not be significant. Although this is true, the vacuum lines at the designated parking areas do make noise. The noise from the vacuum lines and the equipment room are most likely below the thresholds, especially with the existing wall at the boundary of the school, but there will also be HVAC equipment (possibly roof mounted), along with the existing noise sources of the fueling stations and convenience store. Overall, the cumulative noise sources may comply with the thresholds due to the existing wall at the school boundary but should be fully disclosed and analyzed.

It is also recommended that the Noise Report provide a full project description of the site and the sources along with a summary of the recommended noise reductions/design features. These design features should be conditions of approval.

If you should have any questions regarding this review, please contact me at your convenience at (760) 473-1253 or jlouden@ldnconsulting.net.

Sincerely,
Ldn Consulting, Inc.



Jeremy Loudon, Principal

Attachment: 5005 Long Beach Blvd _CarWashRedesign and Updated Noise Report

From: Brower, Neill [mailto:NBrower@JMBM.com]
Sent: Monday, August 15, 2022 3:57 PM
To: CityClerk <CityClerk@longbeach.gov>
Cc: Alexis Oropeza <Alexis.Oropeza@longbeach.gov>; Reznik, Benjamin M. <BMR@JMBM.com>
Subject: Case No. 22-0966 / Aug. 16 Council Agenda Item No. 15: Letter from Applicant/Appellant [JMBM-LA.FID1966854]

-EXTERNAL-

Ms. La Garza and Ms. Oropeza:

I have attached our letter, on behalf of Bliss Car Wash, for inclusion in the record for the above-referenced case and distribution to the Council. Please inform our office if you have any trouble with the attachment.

Thank you,

—Neill



Neill E. Brower | Partner
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Ref: 80918-0001

August 15, 2022

BY EMAIL

Hon. Dr. Robert Garcia, Mayor
Hon. Members of the City Council
City of Long Beach
411 W. Ocean Boulevard
Long Beach, CA 90802
E-Mail: cityclerk@longbeach.gov

Re: Case No. 22-0966
Bliss Car Wash
5005 Long Beach Blvd.
Hearing Date: August 16, 2022
Agenda Item No. 15

Dear Hon. Dr. Garcia and Councilmembers:

We represent Bliss Car Wash (“Bliss”) an environmentally and community conscious car wash company with a demonstrated history of quality operations and community engagement and involvement. Bliss is the applicant and appellant for the requested conditional use permit (“CUP” or “Project”) for a state-of-the-art car wash at 5005 Long Beach Boulevard (the “Property”), an established commercial corner at a major intersection. As detailed further below, the proposed Project was thoughtfully designed and then further modified—on several occasions—to address specific concerns regarding neighboring uses, noise, and traffic. We write to address the letter dated June 13, 2022, from the Long Beach Unified School District (the “District”), which contains several errors, and to discuss the further modifications Bliss has implemented to address community concerns.

1. Bliss Worked Directly to Address the District’s Concerns.

The District’s letter states the District met with Bliss “to no avail.” In fact, Bliss initially consulted with the Principal of Dooley Elementary—who supported the Project—and then after the District’s concerns regarding the Project emerged, pursued the District for **months** to schedule a meeting to discuss those concerns. At that meeting, District staff rejected any possibility of any solution to address its concerns even partially, and did not offer any specific suggestions or even avenues to explore. Despite this, Bliss had worked to further ensure impacts would not occur to the surrounding community: as provided in the updated technical reports on file for the Project, and as described in detail in our prior correspondence, the air quality, traffic, and noise effects of the project are below applicable thresholds, both for Project-specific impacts and for cumulative impacts. Further, any

zoning-compliant project could reach or potentially exceed the height of the proposed structure: the claims of the district regarding the height of a commercial building in an urbanized area do not constitute evidence of any significant environmental impact.

(a) Bliss Worked to Reduce Noise Levels Significantly Below Threshold Levels.

Despite the fact that the Municipal Code provides for the use of alternative noise levels in evaluating projects located in noisier areas, the Project incorporated features—including specialized equipment and coatings on the interior of the proposed building—to reduce Project-related noise to compliant levels even under the City’s standard thresholds. Simply put, the Project would generate noise at lower levels than those that exist in the immediate vicinity right now. Despite this, Bliss has developed additional Project design features, described below, *to reduce noise levels even further*.

(b) Bliss Would Reduce the Number of Existing Locations at Which Vehicles Would Cross the Sidewalk.

Regarding traffic, the Project would reduce the number of curb cuts, and therefore the number of locations at which vehicles would enter the Property. As described in our prior correspondence, the Project would eliminate one of the curb cuts on Long Beach Boulevard, the route that school children take to Dooley Elementary. This would *reduce* the potential for interactions between pedestrians on Long Beach Boulevard and vehicles entering the Property, as the staff report acknowledges. Further, Bliss staff actively manage vehicle queues as a matter of practice, and would avoid vehicle queuing into Long Beach Boulevard.

Simply put, the record establishes that no significant Project-specific or cumulative impacts would occur, and the District offers no evidence for its assertions to the contrary. That said, Bliss fully understands and supports the goal of the District to protect its students, and remains willing to engage with the District and the school in constructive discussions about any further feasible improvements to the Project. Bliss takes seriously its obligations to the communities in which it operates, and is dedicated to good corporate citizenship.

2. Bliss has Redesigned the Building to Enclose and Orient the Building Exit Completely Away from the School, Further Reducing Noise Levels.

As shown in the rendering attached as Exhibit “A” and the site plan attached as Exhibit “B,” Bliss has taken additional measures to protect the school from noise. Specifically, the exit from the car wash into the parking lot and vacuum area is now fully enclosed and faces south, completely away from Dooley Elementary. The entrance and exit now use roll-up doors, though those doors will generally remain open during operation of the car wash. This new design will absorb and direct additional exit noise away from the school and toward the commercial uses along Del Amo Boulevard.

Hon. City Councilmembers
5005 Long Beach Boulevard
August 15, 2022
Page 3

That change, along with the all of the current measures to minimize operational noise, will further reduce noise experienced on the school's playground or in the classrooms to the north. As shown in the attached update to the noise study prepared by BridgeNet (Exhibit "C"), the design change will reduce by an additional 10 decibels ("dBA") any noise experienced by the school as a result of noise from the car wash exit. The noise generated by the car wash will occur below threshold levels, and at least 15 dBA below the **existing** measured noise levels.¹

3. The City Council Should Grant the Appeal and Approve the CUP.

As described in detail above, the Project is consistent with the applicable zoning regulations—including the CUP provisions, as described in detail above—and with the applicable provisions of the General Plan. The Project would provide a high-quality, sensitively designed use, on a highly constrained site, consistent with the principles and intent of the General Plan Land Use Element. For all of these reasons, the City Council should grant the appeal and the requested CUP.

Sincerely,



BENJAMIN M. REZNIK and
NEILL E. BROWER of
Jeffer Mangels Butler & Mitchell LLP

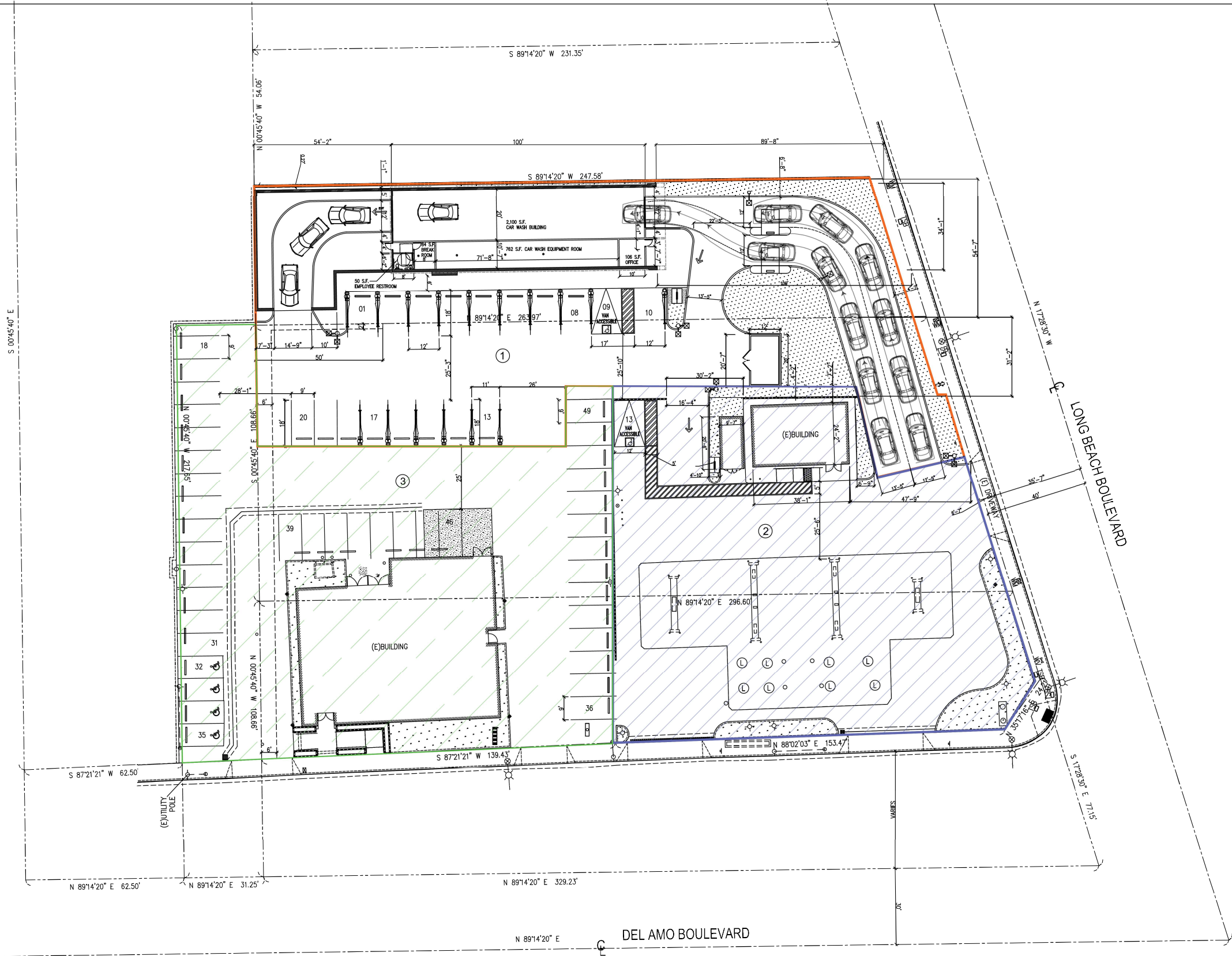
NB:nb4
cc: Alexis Oropeza

¹ As provided in the June 22, 2021 noise report prepared by BridgeNet, the lowest existing noise level was 56.5 dBA (L50 measurement); the proposed design would generate a maximum noise level of 42.7 dBA at school facilities on the entrance side of the car wash, and 34.7 dBA at school facilities on the exit side of the car wash.

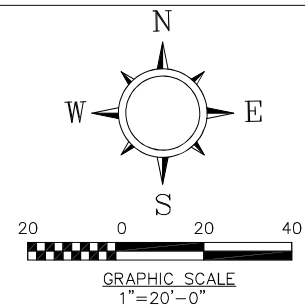
Exhibit A



Exhibit B

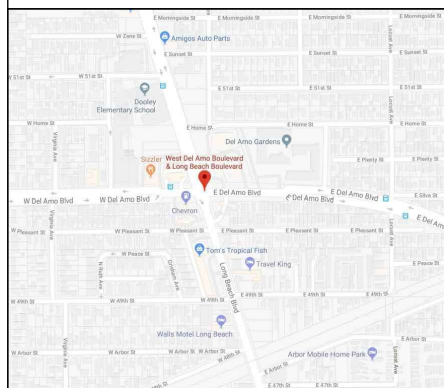


DIRECTIONAL ARROW/ GRAPHIC SCALE



GRAPHIC SCALE
1"=20'-0"

VICINITY MAP



SITE INFORMATION

ITEM	SIZE	LOT %	AREA (SQ.FT.)
TOTAL LOT AREA	N/A	N/A	66,551.00
EXISTING FOOD MART	24'-2" x 38'-1"	1.42	920.3
EXISTING STORY STUCCO BUILDING	AS SHOWN	6.90	4,300
EXISTING CANOPY	91'-5" x 30'-0"	4.23	2,743
NEW CAR WASH	100'-0" x 20'-0"	3.08	2,000

LOT INFORMATION
TOTAL LOT AREA = 66,551 SQ.FT.
1. BLISS CAR WASH = 24,532 SQ.FT.
2. C-STORE & GAS = 19,504 SQ.FT.
3. EXISTING BUILDING = 22,514 SF

PARKING REQUIREMENTS:

STORE : 920 SQ.FT. = 920/250 = 4 SPACES
STORY STUCCO BUILDING: 4,475 SQ.FT. = 4,300/100 = 43 SPACES
TOTAL REQUIRED: 47 SPACES

PARKING PROVIDED:

TOTAL OF 6 (17'x18'-HANDICAP PARKING)
11 (12'x18' - VACUUM SPACES)
46 (9'x18' STANDARD PARKING)

TOTAL: 63 SPACES

01/04/2019	ER
01/11/2019	IJ
01/14/2019	IJ
02/15/2019	SH
04/28/2020	SH
01/05/2020	SH
03/15/2021	SH
07/08/2022	SK
09/01/2022	
10/01/2022	
11/01/2022	
12/01/2022	
01/01/2023	
02/01/2023	
03/01/2023	
04/01/2023	
05/01/2023	
06/01/2023	
07/01/2023	
08/01/2023	

PLANS PREPARED BY:
A & S ENGINEERING
PLANNING ENGINEERING CONSTRUCTION MANAGEMENT
28405 SAND CANYON RD. SUITE 300 CANYON COUNTRY, CA 91387
PHONE # (661)250-9300 FAX # (661) 250-9333

Platinum Energy
30343 Comwood Street, Suite 200 Agoura Hills, CA 91301
Phone # (818) 206-5700
STORE # :
ADDRESS: 5005 LONG BEACH BLVD
LONG BEACH, CA 90805

DRAWN
SH
CHECKED
DATE
10/30/2018
SHT. TITLE
PROPOSED SITE PLAN
SCALE
1"=20'-0"
SHEET
S1

Exhibit C



20201 SW Birch Street, Suite 150
Newport Beach, CA 92660
P: 714-272-2302
Mike.Holritz@BridgeNet.us

July 28, 2022

Mr. Ahmad Ghaderi
A & S Engineering

Revised site design at the *5005 Long Beach Boulevard Car Wash* project
Long Beach, California

Dear Mr. Ghaderi:

BridgeNet International previously performed an assessment of the projected car wash noise levels at the noise-sensitive areas (Dooley Elementary School) adjacent to the *5005 Long Beach Boulevard Car Wash* project (Report #2019-003-C; May 31, 2020). With the planned site design and equipment, the projected noise levels are listed in Table 1.

Table 1
PROJECTED NOISE LEVELS
(Original Site Design)

Location	L50 (dBA)
<u>Exit End</u>	
School Building to NW	43.0
School Playground to NW	51.7
School Playground to N	52.2
<u>Entrance End</u>	
School Playground to N	50.2
School Playground to NE	47.1
School Building to N	26.5

With the planned site design and equipment, the noise levels would meet the City's adjusted Noise Ordinance limits (i.e., with the adjustment for the measured ambient levels, the L50 standard would be 60 dBA).

Subsequently, the City requested that the developer go beyond the Noise Ordinance requirements, and that the project be designed to generate noise levels 7 dB below the adjusted Noise Ordinance limits. We performed a revised assessment (Report #2019-003-D; June 22, 2021) to determine the mitigation needed to accomplish this. In order to comply with this request, absorption (2,350 square feet of QuietFiber QF4) was included in the modeling of the car wash interior to absorb some of the noise. With this absorption, the noise levels would be reduced by approximately 7.5 dB, and the projected noise levels are listed in Table 2.

Table 2
PROJECTED NOISE LEVELS
(Original Site Design with Added Absorption)

Location	L50 (dBA)
<u>Exit End</u>	
School Building to NW	35.5
School Playground to NW	44.2
School Playground to N	44.7
<u>Entrance End</u>	
School Playground to N	42.7
School Playground to NE	37.6
School Building to N	19.0

The revised analysis showed that with the planned site design and equipment, and with the specified absorption added to the interior of the car wash building, the noise levels would be at least 7 dB below the City's adjusted Noise Ordinance limits (i.e., with the adjustment for the measured ambient levels, the L50 standard would be 60 dBA). It should be noted that these levels also meet the City's regular 50 dBA L50 standard (with no adjustment for measured ambient levels).

Since the preparation of that report, the developer has revised the site design. The current design calls for the exit end to be entirely enclosed, with solid walls and a solid roof. The exit opening will now face south (away from the school). Artist renderings of the project show roll-up doors at both the entrance and exit ends. However, these doors will remain open during car wash operations. With the current design, noise levels from the car wash operations are expected to be reduced by at least another 10 dB for receptors in the school area near the exit end. (Noise levels near the entrance end would not change significantly). The projected noise levels are listed in Table 3.

Table 3
PROJECTED NOISE LEVELS
(New Site Design with Added Absorption)

Location	L50 (dBA)
<u>Exit End</u>	
School Building to NW	25.5
School Playground to NW	34.2
School Playground to N	34.7
<u>Entrance End</u>	
School Playground to N	42.7
School Playground to NE	37.6
School Building to N	19.0

The most stringent noise standard is the 50 dBA L50 limit. With this revised site design and added absorption, noise levels from the car wash are now expected to be far below the Noise Ordinance limits (without including any adjustment for ambient).

With the new design, we would recommend that at least 50% of the added absorption be located in the exit area (after the blowers).

If you have any questions or require additional information, please do not hesitate to contact me.

Mike Holritz, INCE
Environmental Specialist
BridgeNet | A Tetra Tech Company

ATTACHMENT C – Qualifications and Resumes



MARKET | PLANNING STATEMENT OF SERVICES



ENVIRONMENTAL PLANNING

Chambers Group has collaborated with local, regional, and state agencies and stakeholders for four decades and regularly assists with resource agency coordination to expedite environmental documentation and the acquisition of necessary regulatory permits.



Chambers Group Professionals have prepared thousands of environmental and planning documents in compliance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), and other regulations.

Left: Aerial of Upper Newport Bay in Orange County, June 1975

CEQA Documentation Services:

- Environmental Impact Reports (EIR)
- Initial Studies (IS)
- Negative Declaration (ND) & Mitigated Negative Declaration (MND)
- Categorical Exemptions (CATEX)

NEPA Documentation Services:

- Environmental Impact Statements (EIS)
- Environmental Assessments (EA)
- Finding of No Significant Impacts (FONSI)
- Categorical Exclusion (CATEX)
- Joint CEQA/NEPA Documents

Other Planning Services:

- Public Review, Distribution, & Responses
- Mitigation Monitoring & Reporting Plans
- Notices of Determination and Completion
- Scoping Meetings & Public Engagement

Our environmental and planning professionals are thoroughly familiar with CEQA and NEPA requirements, as well as regulatory compliance and permitting. We have successfully prepared thousands of environmental and planning reports, documents, and studies in compliance with relevant regulations, including EIR/IS/ND/MND/CATEX and EIS/EA/FONSI/CATEX documents.

Chambers Group also has experience in preparing joint CEQA/NEPA documents for complex projects that are federally-funded or located on federal land in California. Our staff includes former BLM, USACE, USFWS, USFS, and CDFW employees. Our knowledge and expertise enable us to advise clients on complex federal, state, and local requirements and legislation under CEQA, NEPA, the Clean Air Act, Clean Water Act, Endangered Species Act, National Historic Preservation Act, Archaeological Resource Protection Act, Native American Graves Protection and Repatriation Act, Resource Conservation and Recovery Act, and other regulations.

Chambers Group, Inc. has been the standard for environmental documentation and monitoring in the Western United States. Founded in 1978 during the initial implementation of the California Environmental Quality Act, Chambers Group has been servicing Public and Private entities for over four decades of continuous operation. Today, Chambers Group is an employee-owned DGS-certified SBE with offices across Southern California. Beyond certifications, services, and offices, Chambers Group is made of employee owners that mobilize everywhere from forests and deserts to desks and freeways, equipped and ready to keep your project moving forward.



Please contact the Environmental Planning Manager for more information:
Corinne Lytle Bonine, PMP | clytle-bonine@chambersgroupinc.com

Santa Ana San Diego Glendale Portland

t | 949.261.5414 **e** | info@chambersgroupinc.com **w** | www.chambersgroupinc.com

Victoria Boyd

Environmental Planner

Education

BS, Environmental
Management and
Protection, California
Polytechnic State University,
San Luis Obispo

Affiliations

Member, Association of
Environmental Professionals

Certificates

Certificate of Completion
(Esri), Going Places with
Spatial Analysis

Certificate of Completion
(Esri), Working with CAD
Data in ArcGIS Desktop

Professional Summary

Victoria Boyd has 9 years of experience in environmental planning and permitting. Her background in environmental analysis within a variety of fields enables her to provide thorough assistance in the research and preparation of environmental documents. She has successfully worked on several projects complying with California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), assisting and acting as a project manager with a wide variety of projects in Santa Barbara, Ventura, Los Angeles, and San Bernardino Counties. Additionally, she has written WSAs for several projects. In addition, Victoria utilizes GIS as needed to assist with environmental documentation and planning, and she has created maps for various projects, including the Los Angeles World Airports EIR and the Newhall Ranch EIR.

Project Experience

Buena Park 7-Eleven Technical Studies

Project Manager. Managed preparation of technical studies for a proposed 7-Eleven in Buena Park to assist in project approval. The project proposed to construct a 6,964 square feet (SF) market/restaurant which would consist of a 1,170 SF restaurant and a 4,284 SF market. The project also included 16 fueling dispensers of which approximately 3 million gallons per year (MGPY) of gasoline and approximately 2 MGPY of diesel fuel would be pumped. Technical studies prepared for the project included air quality analysis, greenhouse gas analysis, health risk assessment, noise analysis, traffic impact assessment, vehicle miles traveled assessment, and a parking analysis.

East Area 1 School Site Addendum, Santa Paula, CA

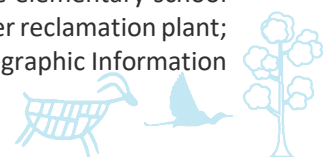
Staff Planner. Wrote the Addendum for the East Area 1 School Site in the City of Santa Paula, to include an increase of 100 students and a refinement of the site area. The completed analysis determined there would be no additional environmental impacts other than those described in the Supplemental EIR.

Compton High School Reconstruction Environmental Impact Report, Compton Unified School District, Los Angeles County, CA

Project Planner. Assisted in the preparation of the Compton High School Reconstruction project EIR. This project involved the reconstruction the Compton High School (CHS) campus, which would consist of (1) the demolition of all existing buildings, facilities, and athletic fields; (2) the construction of new, modern buildings, facilities, and athletic fields with a design that supports a free-flowing campus; and (3) the relocation of various District facilities to facilitate construction. Victoria prepared the geology and soils and transportation sections of the EIR.

Newhall Ranch Specific Plan Environmental Impact Report, Santa Clarita, CA

Project Planner. The project is a 12,000- acre planned community located west of Valencia. In 2003, the County of Los Angeles approved the Newhall Ranch Specific Plan, which anticipates the development of up to 21,308 dwelling units; 629 acres of mixed-use development; 67 acres of commercial uses; 249 acres of business park uses; 37 acres of visitor-serving uses; 1,014 acres of open space (including 181 acres of community parks and 833 acres of other open space); 5,157 acres in Special Management Areas; 55 acres in 10 neighborhood parks; a 15-acre lake; a public trail system; an 18-hole golf course; two fire stations; a public library; an electrical substation; reservation of five elementary school sites, one junior high school site, and one high school site; a 6.8-million-gallon-per-day capacity water reclamation plant; and other associated community facilities within Newhall Ranch. Victoria created a number of Geographic Information



Systems (GIS) maps for Newhall Ranch, drafted response to comments for the Final EIR, and assisted with noise monitoring during construction.

Santa Angelina Senior Community Housing Project Environmental Assessment, County of Orange, Placentia, CA

Environmental Planner. The Project involves the development of two residential buildings accommodating 65 units (64 rental units) of affordable housing for senior households, including a community center and recreational amenities. Building 1 is proposed to include 41 one-bedroom units, and six two-bedroom units. Building 2 includes 18 one-bedroom units. The Project will provide a total of 59 one-bedroom units that average 709 gross square feet in size and six two-bedroom units that average 871 gross square feet in size. The 3.9-acre Project site is currently home to Blessed Sacrament Episcopal Church, a well-established anchor in the community. The purpose of the project is to provide low- and moderate-income housing to seniors ages 62 and up earning less than 60 percent of the AMI. Seniors have specialized housing needs and fixed incomes that are not able to meet the demand of market-rate housing. The project provides the opportunity for seniors to live in a safe, supportive, and affordable environment. Developing a housing community with rent-restricted units for senior residents would also enable the City to meet the unique housing need of senior residents and advance the City's effort to meet their Regional Housing Needs Allocation (RHNA) of 231 units for low and very low-income households.

Otay Lakes Campground Mitigated Negative Declaration, County of San Diego, Boy Scouts of America, San Diego County, CA

Environmental Planner. Victoria prepared an IS Checklist and associated CEQA notices, coordinating with subcontractors, and responding to public comments for the renovation and construction of camping facilities and supplemental amenities. The project requires coordination with the County of San Diego Parks and Recreation Department and the Boy Scouts of America to develop new camping facilities, a flag plaza, archery range, fire ring and amphitheater, zip-line, Camporee Field, and COPE course; renovate the existing restroom; construct a fenced storage facility; and complete minor road improvements.

Etiwanda Heights Neighborhood and Conservation Plan (EHNCP) Environmental Impact Report, Rancho Cucamonga, San Bernardino County, CA

Project Planner. Assisted in the preparation of the EHNCP EIR. The EHNCP Plan Area (Plan Area) is located along the northeastern edge of Rancho Cucamonga (City). Roughly 3,565 acres of the Plan Area would provide for conservation within the Rural Conservation Area (RCA) and the northern Neighborhood Area (NA), and roughly 828 acres of the NA would allow for development as further detailed. The Plan would concentrate development in a pattern of compact, walkable new neighborhoods in the NA and implement the City's existing General Plan land use designations in the RCA. The Plan would permit the development of up to 2,900 residential units and 180,000 square feet of neighborhood shops and restaurants in the NA, along with a new K-8 School and other public facilities and limit development in the RCA to a maximum of 100 units on privately owned property in the RCA. The Plan also includes a Conservation Strategy & Transfer of Development Rights Program to encourage and facilitate the conservation of privately-owned land in the RCA by allowing the voluntary transfer of development rights from privately-owned property in the RCA to the NA. Through this program, the maximum 3,000 residential units allowed by the Plan could be developed in the NA. Victoria assisted in the preparation of the mineral resources and utilities and service systems.

601 North Brand Boulevard Negative Declaration, City of Glendale, CA

Project Planner. Assisted in the preparation of a Negative Declaration for the 601 North Brand Boulevard project which included construction of two 22-story apartment buildings and one 13-story apartment building along Sanchez Drive between North Brand and Central Avenue. The development also includes a 6,000 square foot retail and a 6,000 square foot restaurant component, with a 6-level subterranean parking garage. The project utilized a combination of the SB 1818 Affordable Housing Density Bonus and Public Open Space incentives to increase the permitted height and FAR.



Meghan Gibson, MPP

Project Manager

Education

MPP, Public Policy,
Environmental Policy,
University of Southern
California, 2013

BS, Environmental
Management, University of
Redlands, 2009

Training

AEP Advanced CEQA Workshop,
March 2020

NEPA Advanced Workshop
October 2019

Affiliations

Association of Environmental
Professionals, Los Angeles
Chapter President 2018-
present

Association of Environmental
Professionals, Los Angeles
Chapter Vice President of
Membership, 2018

Association of Environmental
Professionals, Los Angeles
Chapter Secretary, 2017

Women of Renewable
Industries and Sustainable
Energy

Professional Experience

Meghan Gibson has more than 14 years of experience providing environmental documentation, environmental planning, and policy services to public and private clients. She has experience managing both large- and small-scale projects that involved CEQA and the National Environmental Policy Act (NEPA) documents. She is responsible for preparing CEQA documentation, including ISSs, MNDs, and EIRs. In addition to her CEQA experience, Meghan has prepared multiple joint CEQA and NEPA documents, again, for both public and private clients. She also has extensive experience preparing mitigation monitoring summary reports and compiling information from both survey and monitoring data. Meghan has multiple years of experience providing project management support to projects of various complexities throughout the western U.S.

Project Experience

Wilson High School Aquatic Center Project, CEQA Services, Long Beach Unified School District (LBUSD), Long Beach, CA

Project Manager. Meghan provided support for CEQA documentation associated with the Wilson HS Aquatic Center Project. The Project included the provision of an outdoor pool with bleachers, stadium lights, scoreboard, and deck surrounding the pool. In addition, parking, security fencing, lockers rooms, offices, and a snack bar were proposed to be constructed adjacent to the pool. Chambers Group's team analyzed air quality, energy, GHGs, noise, architectural history, cultural resources, and biological resources associated with the Project's construction and operation. A MND was determined to be the appropriate CEQA document and mitigation measures were included in a MMRP.

Bryant Elementary School HVAC and ADA Upgrade Project, CEQA Services, LBUSD, Long Beach, CA

Project Manager. Meghan provided support for CEQA documentation associated with the Bryant ES HVAC and ADA Upgrade Project. The primary goal of this Project was to provide HVAC upgrades to permanent buildings, upgrade the electrical and security alarm system, incorporate ADA accessible ramps and other features throughout the campus, as well as the demolition of the other permanent building on campus, a Russell bungalow, and replacing this bungalow with three portable classrooms. One of the permanent buildings was shown to contribute to the architectural history of the District and appeared eligible for the California Register of Historical Resources. Chambers Group completed CEQA documentation for this project, which also analyzed the potential impacts to cultural resources, owing to the presence of character-defining architectural features on campus.

Wilson High School Auditorium AB 300 Project, CEQA Services, LBUSD, Long Beach, CA

Deputy Project Manager. Meghan supported the effort to provide seismic retrofits and enhancements to the existing Wilson High School Auditorium by preparing the IS for the project including incorporation of technical studies into the document.



Lakewood High School Track & Field Project, LBUSD, Long Beach, CA

Project Manager. Provided CEQA documentation support for the Lakewood High School Track & Field project which included ADA upgrades, replacing the dirt track with an all-weather surface, and replacing the natural turf field with artificial turf. An IS was completed for the project which included analysis of the campus in a Phase II Historic Resources Assessment. Based on the result of the checklist and technical analysis, a CE was the appropriate CEQA documentation, and a NOE was filed.

Long Beach Polytechnic High School Auditorium AB 300 Project, CEQA Services, LBUSD, Long Beach, CA

Deputy Project Manager. Meghan assisted in the preparation of the IS, including the incorporation of technical studies into the document. The CEQA environmental documentation is being prepared for LBUSD's proposed plans to provide seismic retrofits and enhancements to the existing Polytechnic High School Auditorium.

Lakewood High School HVAC Project, LBUSD, Long Beach, CA

Project Manager. Meghan prepared an IS Checklist to determine to appropriate CEQA documentation for facilities repairs, technology upgrades, ADA accessibility updates, and HVAC installation at the high school. She also prepared and filed a NOE for LBUSD, as the CE was determined to the appropriate CEQA document for the project.

McKinley Elementary School HVAC Project, LBUSD, Long Beach, CA

Project Environmental Planner. Meghan assisted with the preparation of an IS Checklist to determine to appropriate CEQA documentation for facilities repairs, technology upgrades, ADA accessibility updates, and HVAC installation. She also reviewed the CE that was determined to the appropriate CEQA document for the project.

Roosevelt Elementary School Building, CEQA Services, LBUSD, Long Beach, CA

Deputy Project Manager. Meghan supported the complex project of simultaneously rebuilding and yet remaining in operation of Roosevelt Elementary School by writing sections of the IS, including incorporation of technical studies into the document. The complexities of the project came from the concurrent effort to relocate the current Roosevelt Elementary School student population and bus transfer stations, the permanent removal/relocation of the current bungalow and portable classroom buildings, the demolition of permanent buildings and related infrastructure, the construction of new buildings and related infrastructure, leading to the ultimate relocation of the Roosevelt student population back to the new campus. Due to the historical aspects of some of the project buildings, a focused EIR was completed for the project.

Central Kitchen, Creekside Education Center, Irvine Unified School District (IUSD), Irvine, Orange County, CA

Associate Environmental Planner. Meghan supported the effort to construct a 15,000 square foot kitchen facility for the more than 25,000 students in the district by preparing CEQA documentation including the Initial Study/Mitigated Negative Declaration and supporting notices. (06/2013 – 06/2014) 20624

Porter Ranch Community School Environmental Impact Report, Los Angeles Unified School District (LAUSD), Porter Ranch, Los Angeles County, CA

Deputy Project Manager. Meghan prepared an EIR Addendum for an expansion project at Porter Ranch Community School. The project included construction of a two-story classroom building, a new staff parking lot, new lunch area shade structures, and installation of temporary portable classrooms. This effort was completed under a very tight schedule and budget, and included incorporating technical information for air quality, greenhouse gas emissions, noise, and traffic.



Ldn Consulting, Inc.

42428 Chisolm Trail, Murrieta CA 92562
jlouden@ldnconsulting.net

phone 760-473-1253
fax 760-689-4943

Areas of Expertise

- ❖ Acoustical Analysis
- ❖ Air Quality Analysis
- ❖ Greenhouse Gas
- ❖ Energy

Education

B.S. Civil Engineering, San Diego State University
A.A. General Education, Palomar Community College

Prof. Registration

Engineer-In-Training (EIT)
#114983

Affiliations

- ❖ American Society of Civil Engineers (ASCE)
- ❖ Institute of Noise Control Engineers (INCE)
- ❖ Association of Environmental Professionals (AEP)
- ❖ San Diego Chapter of the Building Industry Association (BIA)
- ❖ Approved County of San Diego CEQA Consultant for Acoustics and Air Quality
- ❖ American Planning Association (APA)

Prof. History

Ldn Consulting, Inc.
Principal
2009 – Present

Urban Crossroads, Inc.
Associate Principal
2005 – 2009

Investigative Science & Engineering
Project Principal
2001-2005

City of San Marcos
Engineering Division
Engineering Intern

Jeremy Loudon, Principal

Jeremy Loudon has been involved in the field of civil engineering for over 20 years specializing in acoustical, air quality analysis including greenhouse gas and energy assessments. During his career, Mr. Loudon has applied both his breadth of expertise and experience in numerous projects and has worked on projects for public agencies such as the San Diego County Water Authority, Imperial Irrigation District, Caltrans, Cities throughout Southern California including, the Counties of San Diego, Riverside, San Bernardino, Los Angeles, Orange and Imperial.

Mr. Loudon has been involved in various projects involving potential impacts due to aircraft, highway, stationary sources and construction activities on humans as well as habitat and the environment. He has conducted acoustical and air quality along with greenhouse gas assessments and has written compliance assessments related to all types of construction, operations and transportation activities. Working with both public agencies and private developments, Mr. Loudon has performed the calculations and modeling for determining impacts and required mitigation measures throughout southern California.

In addition, Mr. Loudon is an active participant of a Noise Professionals working group that are collaborating to assist in continued guidance and implementation of the County of San Diego's Noise Ordinance, Guidelines and Element of the General Plan Update. Mr. Loudon also participates on the Technical Review Committee (TRC) for the County of San Diego's Guidelines for Determining Significance for Climate Change.

List of Relevant Project Experience:

Jurupa 76 Carwash – Jurupa Valley
5050 Long Beach – Chula Vista
Riverside and Lincoln – Lake Elsinore
5450 South Street Carwash – Lakewood
ARCO AMPM – Placer County
Talk of the Town – Escondido
Pala Mesa Plaza – San Diego County
Soapy Joes – San Marcos
Pilot Truck Center – Bakersfield
7 Eleven – Buena Park