

March 2016 | Final Environmental Impact Report (SCH No. 2015031034)
and Mitigation Monitoring and Reporting Program

MIDTOWN SPECIFIC PLAN

for City of Long Beach

Prepared for:

City of Long Beach

Contact: Craig Chalfant, Planner
City of Long Beach
Development Services Department, Planning Bureau
333 W. Ocean Boulevard, 5th Floor
Long Beach, California 90802
562.570.6368
Craig.Chalfant@longbeach.gov

Prepared by:

PlaceWorks

Contact: Jorge Estrada, Senior Associate
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com



Table of Contents

Section	Page
1. INTRODUCTION.....	1-1
1.1 INTRODUCTION.....	1-1
1.2 FORMAT OF THE FEIR.....	1-1
1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES	1-2
2. RESPONSE TO COMMENTS	2-1
3. REVISIONS TO THE DRAFT EIR	3-1
3.1 INTRODUCTION.....	3-1
3.2 DEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS.....	3-1
5.3.7 Mitigation Measures	3-6
5.8.7 Mitigation Measures	3-7
5.13.7 Mitigation Measures	3-7
4. MITIGATION MONITORING AND REPORTING PROGRAM.....	4-1
4.1 PURPOSE.....	4-1
4.2 PROJECT SUMMARY	4-2
4.3 PROJECT LOCATION	4-3
4.4 MITIGATION MONITORING PROGRAM ORGANIZATION.....	4-4

List of Tables

Table	Page
Table 1 Mitigation Monitoring and Reporting Requirements.....	4-5

Table of Contents

This page intentionally left blank.

1. Introduction

1.1 INTRODUCTION

This Final Environmental Impact Report (FEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Administrative Code Section 15000 et seq.).

According to CEQA Guidelines, Section 15132, the FEIR shall consist of:

- (a) The Draft Environmental Impact Report (DEIR) or a revision of the Draft;
- (b) Comments and recommendations received on the DEIR either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies comments on the DEIR;
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the Lead Agency.

This document contains responses to comments received on the DEIR for the Midtown Specific Plan during the public review period, which began January 13, 2016, and closed February 26, 2016. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency (the City of Long Beach). This document and the circulated DEIR comprise the FEIR, in accordance with CEQA Guidelines, Section 15132.

1.2 FORMAT OF THE FEIR

This document is organized as follows:

Section 1, Introduction. This section describes CEQA requirements and content of this FEIR.

Section 2, Response to Comments. This section provides a list of agencies and interested persons commenting on the DEIR; copies of comment letters received during the public review period, and individual responses to written comments. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (A-1 through A-5 for letters received from agencies and organizations). Individual comments have been numbered for each letter and the letter is followed by responses with references to the corresponding comment number.

1. Introduction

Section 3. Revisions to the Draft EIR. This section contains revisions to the DEIR text and figures as a result of the comments received by agencies and interested persons as described in Section 2, and/or errors and omissions discovered subsequent to release of the DEIR for public review.

The responses to comments contain material and revisions that will be added to the text of the FEIR. The City of Long Beach staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the DEIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the DEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments, and reminds persons and public agencies that the focus of review and comment of DEIRs should be “on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. ...CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.”

CEQA Guidelines Section 15204 (c) further advises, “Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.” Section 15204 (d) also states, “Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility.” Section 15204 (e) states, “This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”

In accordance with CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this FEIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on DEIRs.

2. Response to Comments

Section 15088 of the CEQA Guidelines requires the Lead Agency (City of Long Beach) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the DEIR and prepare written responses.

This section provides all written responses received on the DEIR and the City of Long Beach's responses to each comment.

Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the DEIR are excerpted in this document, the sections are shown indented. Changes to the DEIR text are shown in underlined text for additions and ~~strikeout~~ for deletions.

The following is a list of agencies and persons that submitted comments on the DEIR during the public review period.

Number Reference	Commenting Person/Agency	Date of Comment	Page No.
Agencies & Organizations			
A1	California Department of Transportation	February 22, 2016	2-3
A2	Long Beach Unified School District	February 25, 2016	2-9
A3	Los Angeles County Metropolitan Transportation Authority	February 25, 2016	2-13
A4	County Sanitation Districts of Los Angeles County	February 25, 2016	2-37
A5	Sate Clearinghouse	February 26, 2016	2-41

2. Response to Comments

This page intentionally left blank.

2. Response to Comments

LETTER A1 – California Department of Transportation (2 pages)

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY	EDMUND G. BROWN Jr., Governor	
DEPARTMENT OF TRANSPORTATION DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING 100 S. MAIN STREET, MS 16 LOS ANGELES, CA 90012 PHONE (213) 897-9140 FAX (213) 897-1337 www.dot.ca.gov	City of Long Beach RECEIVED FEB 26 2016	
February 22, 2016	Planning Bureau	Serious drought. Help save water!
Mr. Craig Chalfant City of Long Beach 333 West Ocean Boulevard Long Beach, CA 90802	RE: Midtown Specific Plan City of Long Beach Vic. LA-405/ PM 29.846 SCH # 2015031034 Ref. IGR/CEQA No. 150336EA-NOP IGR/CEQA No. 160131AL-DEIR	
Dear Mr. Chalfant:		
Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project consists of adoption of the Midtown Specific Plan and extraction of the two residential blocks around Officer Black Park from PD-29 (area outside the Midtown Specific Plan) and retention of the underlying conventional zoning designations already in place for these two residential blocks. The Midtown Specific Plan would increase the number of permitted residential units within the Midtown Specific Plan area to just over 3,600 units-approximately 1,700 more than existing conditions but about 2,200 less than would be allowed under the current PD-29 zoning.		
In Caltrans comment letter prepared on April 7, 2015, we requested that a traffic analysis be conducted on the State facilities. The Traffic Impact Analysis (TIA) did not include Caltrans requests for evaluation of potential traffic impacts to the regional transportation system, including the I-405 mainline before and after Long Beach Boulevard and Atlantic Avenue interchanges. Potential impacts to I-710 should also be analyzed south of I-405 to the Anaheim Street interchange. Currently, the existing freeway mainline is operating at or near capacity. Full disclosure of the freeway condition should be included in the TIA.	A1-1	
Caltrans also requests evaluation of potential impacts to freeway ramps and ramp intersections. Vehicle queues to mainline freeway lanes should be avoided. Consultation with Caltrans to obtain concurrence as to the limits of the study area and methods of analysis is also requested. In addition to three analyzed intersection at PCH, the report should include analysis of all major PCH intersections from I-710 interchange to Martin Luther King Avenue. If warranted, mitigation measure should include installation of left-turn designated signal arrow on PCH approaches.	A1-2	
<i>"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"</i>		

2. Response to Comments

Mr. Craig Chalfant
February 22, 2016
Page 2

The master plan project will generate a net 13,754 daily trips and 965/989 AM/PM peak hour trips. On page 33 of the TIA, "the growth rate accounts for pending and approved projects within the City of Long Beach, as well as regional growth anticipated by Year 2035." The pending and approved projects and trips assignments to the freeway system should be included in the TIA. When those projects are developed, many related trips will be utilizing the State facilities. In Figure 7 of TIA, Project Only Peak Hour Traffic Volumes, there are 34/29 AM/PM peak hour trips at Atlantic Ave & I-405 SB off-ramps. Caltrans is concerned that this location may be impacted directly and cumulatively. A1-3

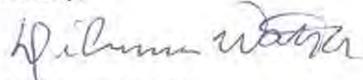
Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without storm water management plan. A1-4

Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods. A1-5

Caltrans would like to work with the City in an effort to evaluate traffic impacts, identify potential improvements, and establish a funding mechanism that helps mitigate cumulative transportation impacts in the project vicinity. Please contact Caltrans to explore state facility improvement alternatives. A1-6

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 160131AL-DEIR.

Sincerely,



DIANNA WATSON
Branch Chief
Community Planning & LD / IGR Review

cc: Scott Morgan, State Clearinghouse

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

2. Response to Comments

A1. **Response to Comments from California Department of Transportation, Danna Watson, Branch Chief, dated February 22, 2015.**

A1-1 The analysis provided in the Transportation Impact Analysis (TIA) prepared for the Midtown Specific Plan (provided as Appendix I to the DEIR) was performed using typical evaluation methods appropriate for a general planning level of analysis. Traffic impact analyses required for individual development projects under the Midtown Specific Plan would be required to identify the project study area where potential traffic impacts associated with the proposed development could occur. Traffic impacts identified by individual development projects in the Midtown Specific Plan area would be required to implement or contribute to improvements in adjacent jurisdictions.

Additionally, to address the increasing public concern that traffic congestion was impacting the quality of life and economic vitality of the State of California, Proposition 111 enacted the Congestion Management Program (CMP). The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A countywide approach has been established by the Los Angeles County Metropolitan Transportation Authority, the local CMP agency, to implement the statutory requirements of the CMP. The countywide approach includes designating a highway network that includes all state highways and principal arterials within the county and monitoring the network's level of service (LOS) standards. Monitoring the CMP network is one of the responsibilities of local jurisdictions. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the countywide plan.

The CMP for the County of Los Angeles requires that all freeway segments where a project is expected to add 150 or more trips in any direction during the peak hours be analyzed. An analysis is also required at all CMP intersections where a project would likely add 50 or more trips during the peak hours. Therefore, impacts and mitigation for regional transportation systems will be addressed as individual development projects under the Midtown Specific Plan occur in the future.

A1-2 Refer to response to Comment A1-1 related to additional assessment that will be completed for future development projects in the Midtown Specific Plan area.

Please note that new traffic generated from development that would be accommodated by the Midtown Specific Plan to/from SR-710 is expected to be generally low – less than 10 trips per travel lane during the peak hours. Therefore, the addition of project traffic to the west is not expected to result in any significant impacts. To the east, additional assessment was completed at the PCH/Orange Avenue intersection as part of the CMP analysis provided in the TIA prepared for the Midtown Specific Plan (provided as Appendix I to the DEIR). As demonstrated in the TIA (Table 11 [CMP Intersection Level Of Service Analysis] of the TIA), the Midtown Specific Plan is not expected to

2. Response to Comments

increase the V/C ratio at this CMP intersection by more than 0.02 (which is the maximum acceptable increase for identifying project impacts based on the documented significance criteria). Therefore, the Midtown Specific Plan is not likely to impact intersections along this corridor east of the project study area.

The City is committed to working with Caltrans to improve traffic operations along the study corridor. The City will work with Caltrans to consider potential protected signal phasing along this corridor in the future.

- A1-3 The growth assumptions provided in the prepared for the Midtown Specific Plan (provided as Appendix I to the DEIR) are consistent with requirements from the CMP. Additionally, the comment is correct that the Midtown Specific Plan is anticipated to add 34 AM peak hour trips and 29 PM peak hour trips to the Atlantic Avenue/I-405 Southbound off-ramp.

The intersection of Atlantic Avenue and I-405 Southbound Ramps was evaluated for the Cumulative Plus Project Condition in the TIA. As shown in Table 8 (Intersection Level of Service Cumulative Year [2035] Plus Project Conditions) of the TIA, the intersection is expected to operate at LOS C during the AM peak hour and LOS B during the PM, both considered acceptable operating levels. Therefore, neither the Midtown Specific Plan nor the approved/pending projects in the area (cumulative projects) are anticipated to impact this intersection.

- A1-4 The commenter stated that development projects should be designed to discharge clean runoff water and that stormwater runoff is not permitted onto state highway facilities without a stormwater management plan. A detailed analysis of the Midtown Specific Plan's construction- and operational-related water quality impacts was provided in Section 5.7, *Hydrology and Water Quality*, of the DEIR. As outlined in Section 5.7, future development projects that would be accommodated by the Midtown Specific Plan would be designed to ensure that all site runoff is adequately treated onsite before being discharged offsite into the existing storm drain system. Additionally, at this point it is not anticipated that any runoff from within the Midtown Specific Plan area would enter onto I-405 or any other state highway facilities. Section 3.9 also outlines the construction- and operational best management practices that will be implemented with each development project accommodated by the Midtown Specific Plan to ensure that all site runoff is properly treated onsite before being discharged offsite.

- A1-5 The commenter stated that the transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on state highways, require a transportation permit from Caltrans. The commenter also stated that large size truck trips be limited to off-peak commute hours. The City coordinates with Caltrans through its development review process to ensure that all necessary transportation permits are obtained by individual project applicants/developers in the event that any

2. Response to Comments

heavy construction equipment and/or materials are required. Through its development review process, the City also ensures (through coordination with individual project applicants/developers and construction contractors) that large size truck trips be limited to off-peak commute hours.

- A1-6 The commenter stated that Caltrans would like to work with the City in an effort to evaluate traffic impacts, identify potential improvements, and establish a funding mechanism that helps mitigate cumulative transportation impacts in the project vicinity. As individual development projects are proposed within the Midtown Specific Plan area, the City will work with Caltrans to ensure that individual project applicants/developers evaluate traffic impacts to state facilities and work with Caltrans to explore funding mechanisms to implement identified feasible mitigations.

2. Response to Comments

This page intentionally left blank.

2. Response to Comments

LETTER A2 – Long Beach Unified School District (2 pages)



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

February 25, 2016

Via US Mail & Email
Craig.Chalfant@longbeach.gov

Mr. Craig Chalfant, Planner
City of Long Beach Development Services
Planning Bureau
333 West Ocean Boulevard
Long Beach, California 90802

Re: Comments on the Draft Environmental Impact Report for the Midtown Specific Plan (SCH No. 2015031034)

Dear Mr. Chalfant:

The Long Beach Unified School District (LBUSD or School District) appreciates the opportunity to comment on the Midtown Specific Plan (Project) Draft Environmental Impact Report (DEIR) prepared by the City of Long Beach. Based on the School District's review of the DEIR and the proposed Project details, LBUSD owns and operates two schools within the Project boundaries and four schools within a 0.25 mile of the Project. Development projects within the Project may have significant impacts (direct or indirect) on school facilities, students and staff.

In addition to established high standards of academic excellence for its students, LBUSD is committed to providing a safe learning and work environment for both students and employees. Thus, the District's primary concern in its review of the DEIR is to distinguish that all potential environmental impacts from the Project are properly addressed, analyzed, and mitigated to assure an environment conducive to learning.

General Comment

The Midtown Specific Plan would increase the number of permitted residential units to just over 3,600 units—approximately 1,700 more than existing conditions but about 2,200 less than would be allowed under the current PD-29 zoning. The DEIR states the Midtown Specific Plan would increase potential commercial and employment building square footage to just over 2.9 million square feet (a net increase of almost 369,000 square feet over existing conditions), concentrating and intensifying development at key transit and employment nodes. This development will lead to increased traffic, noise, air emissions and other environmental impacts. The DEIR does not quantitatively analyze the nature and extent of these environmental impacts because the individual projects under the proposed Midtown Specific Plan are not known. Therefore, the School District cannot offer specific comments at this time on the impacts that will result from the Midtown Specific Project. We reserve the right to comment on potential impacts at a future date when such impacts are more clearly defined. However, the District believes the DEIR does not sufficiently address the significance of changed zoning designations for schools. For example: will safe routes to school be affected; would the Project offer greater benefits (greater mobility, less density, more 'complete streets', etc.) and fewer impacts (construction air pollution and noise,

A2-1

2. Response to Comments

traffic, etc.) compared to development that would occur under the existing zoning (P-29) without the Project. A2-1
cont'd

The District appreciates the opportunity to participate in the environmental review process. We look forward to working with the city in a continuing review and assessment of impacts from the Project construction activities, and the development and implementation of effective mitigation measures.

If you have any questions please contact Dori Arbour at LBUSD at (714) 598-5456.

Sincerely,



Dori Arbour
Facilities Consultant
Facilities Development & Planning Branch
Long Beach Unified School District
darbour@lbschools.net

2. Response to Comments

A2. Response to Comments from Long Beach Unified School District, Dori Arbour, Facilities Consultant, dated February 25, 2016.

A2-1 The commenter provided a summary of the Midtown Specific Plan as analyzed in the Draft Environmental Impact Report (DEIR). The comment is acknowledged and no response is necessary.

The commenter also stated that implementation of the Midtown Specific Plan will lead to increased traffic, noise, air emissions and other environmental impacts, of which the DEIR does not qualitatively analyze the nature and extent of these environmental impacts. The commenter is incorrect. The DEIR does include a detailed analysis, including a qualitative analysis where required, of each of the potential environmental impacts associated with the Midtown Specific Plan. For example, stand-alone qualitative air quality, greenhouse gas emissions, noise and traffic technical studies were completed for the Midtown Specific Plan. The technical studies are contained in the appendices of the DEIR, while the findings and recommendations of each of these studies are provided in the respective topical sections of the DEIR.

Furthermore, the commenter stated that the DEIR does not sufficiently address the significance of changed zoning designations for schools. For example, would safe routes to school be affected; would the Midtown Specific Plan offer greater benefits (greater mobility, less density, more ‘complete streets’, etc.) and fewer impacts (construction air pollution and noise, traffic, etc.) compared to development that would occur under existing zoning (PD-29) without the Midtown Specific Plan.

The commenter is incorrect regarding the PD-29 zoning designation of the Jackie Robinson Academy school site, the only institutional use within boundaries of the Midtown Specific Plan. As shown in Figure 3-5, *Current and Proposed Zoning Designations*, of the DEIR, the current zoning designation of this school site is Institutional and not PD-29. Under the Midtown Specific Plan land use plan, the zoning/land use designation for the school site would be changed from Institutional to Transit Node District (see Figure 3-4, *Proposed Midtown Specific Plan Land Use Plan*, of the DEIR). This change of zoning/land use designation for the school site does not affect the existing school in any way, as schools are a permitted use (permitted by right) in the Transit Node District of the Midtown Specific Plan and the existing school would continue to operate as it currently exists. The change of zoning/land use for the school site would also not result in any impacts on safe routes to school, for the aforementioned reason. Finally, as demonstrated in the various topical sections of the DEIR, as well as the alternatives chapter (Chapter 7, *Alternatives*), the change in zoning designations from what currently exists within the overall Midtown Specific Plan area to those proposed under the Midtown Specific Plan would actually result in a beneficial impact, for all the reasons provided in the DEIR. For example, one of the alternatives analyzed in Chapter 7 of the DEIR was the No Project/Existing Zoning Alternative, which assumed that the

2. Response to Comments

Midtown Specific Plan would not be adopted and the current zoning designation of the overall Midtown Specific Plan area (PD-29) would remain. As concluded in Chapter 7 (see Section 7.6.15, *Conclusion*, on pg. 7-15), impacts related to aesthetics, air quality (construction and operations), geology and soils, GHG emissions, hydrology and water quality, land use and planning, noise (construction and operations), population and housing, public services, recreation, transportation and traffic, and utilities and service systems would be greater under this alternative.

Furthermore, the commenter stated that no specific comments can be provided at this time on the impacts that would result from the Midtown Specific Plan, and that the commenter reserves the right to comment on potential impacts at a future date when such impacts are more clearly defined. The comment is acknowledged and no response is necessary.

2. Response to Comments

LETTER A3 – Los Angeles County Metropolitan Transportation Authority (22 pages)



Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

February 25, 2016

Craig Chalfant
City of Long Beach
Development Services Department
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

RE: Midtown Specific Plan- City of Long Beach-Draft Environmental Impact Report- - SCH No. 2015031034

Dear Mr. Chalfant:

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the proposed Midtown Specific Plan located in the City of Long Beach. The proposed project analyzed in the DEIR consists of the adoption of the Midtown Specific Plan (Midtown Specific Plan area) and the extraction of the two residential blocks around Officer Black Park from PD-29 (area outside the Midtown Specific Plan) and retention of the underlying conventional zoning designations already in place for these two residential blocks. The proposed project also includes the closure of a few roadway segments that intersect with Long Beach Boulevard. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

The Metro Blue Line light rail currently operates weekday peak service as often as every five minutes in both directions and that trains may operate, in and out of revenue service, 24 hours a day, seven days a week, in the ROW proximate to the proposed project. Metro has development guidelines that describe the Metro's development project review process and considerations for project siting as it relates to Metro facilities. Metro suggests that the project sponsor include policy language or guidance in the Specific Plan that clearly denotes that development occurring within 100 feet of a Metro facility will require Metro review and approval and compliance with Metro's Development Guidelines. In particular, because of the proximity to the Metro Blue Line, increased traffic at railroad grade crossings must be considered specifically in the Specific Plan. Provisions for transit priority treatments should be considered to make the development welcoming to transit access.

A3-1

Considering the proximity of the proposed project to the railroad ROW, the Metro Blue Line may produce significant noise, vibration, visual, lighting and potential air quality impacts. A recorded Noise Easement Deed in favor of LACMTA is required for development adjacent to the facility, a form of which is attached. In addition, any identified potential mitigations required for the project must be borne by the developers of the project and not LACMTA. The easement recorded in the Deed will extend to successors and tenants as well.

A3-2

In addition, the Specific Plan has various policies in place that support active transportation and multi-modalism. Metro looks forward to continuing to collaborate with the City to effectuate policies and

A3-3

2. Response to Comments

Midtown Specific Plan
LACMTA Comments
February 25, 2015

implementation activities that promote transit supportive communities and reduce pedestrian/bike and bus conflicts. Please continue to collaborate with Metro as such plans are effectuated.

A3-3
cont'd

Beyond impacts to Metro facilities and operations, LACMTA must also notify the applicant of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County", Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

A3-4

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at DevReview@metro.net. LACMTA looks forward to reviewing the Final EIR. Please send it to the following address:

LACMTA Development Review
One Gateway Plaza MS 99-23-4
Los Angeles, CA 90012-2952

Sincerely,


Elizabeth Carvajal
Transportation Planning Manager

Attachments:

- CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

2. Response to Comments

Midtown Specific Plan
LACMTA Comments
February 25, 2015

- Design Criteria and Standards, Volume III - Adjacent Construction Design Manual
- Noise Easement Deed

2. Response to Comments

APPENDIX

D

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

2010 Congestion Management Program for Los Angeles County

2. Response to Comments

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

2010 Congestion Management Program for Los Angeles County

2. Response to Comments

APPENDIX D - GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS PAGE D-3

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

2010 Congestion Management Program for Los Angeles County

2. Response to Comments

APPENDIX D - GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS PAGE D-4

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

2010 Congestion Management Program for Los Angeles County

2. Response to Comments

APPENDIX D - GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS PAGE D-5

D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- Evidence that affected transit operators received the Notice of Preparation.
- A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both “peak hour” and “daily” refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
 - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
 - For each time period, multiply the result by one of the following factors:
 - 3.5% of Total Person Trips Generated for most cases, except:
 - 10% primarily Residential within 1/4 mile of a CMP transit center
 - 15% primarily Commercial within 1/4 mile of a CMP transit center
 - 7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
 - 9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
 - 5% primarily Residential within 1/4 mile of a CMP transit corridor
 - 7% primarily Commercial within 1/4 mile of a CMP transit corridor
 - 0% if no fixed route transit services operate within one mile of the project

To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction’s TDM Ordinance measures, but other project specific measures.

2010 Congestion Management Program for Los Angeles County

2. Response to Comments

APPENDIX D - GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS PAGE D-6

- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- Any project contribution to the improvement, and
- The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

2010 Congestion Management Program for Los Angeles County

2. Response to Comments

D.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.

2010 Congestion Management Program for Los Angeles County

2. Response to Comments

MTA DESIGN CRITERIA

ADJACENT CONSTRUCTION DESIGN MANUAL

ADJACENT CONSTRUCTION DESIGN MANUAL

1.0 INTRODUCTION

- 1.1 Parties planning construction over, under or adjacent to a Metropolitan Transportation Authority (MTA) facility or structure are advised to submit for review seven (7) copies of their drawings and four (4) copies of their calculations showing the relationship between their project and the MTA facilities, for MTA review. The purpose of the MTA review is to reduce the chance of conflict, damage, and unnecessary remedial measures for both MTA and the parties. Parties are defined as developers, agencies, municipalities, property owners or similar organizations proposing to perform or sponsor construction work near MTA facilities.
- 1.2 Sufficient drawings and details shall be submitted at each level of completion such as Preliminary, In-Progress, Pre-final and Final, etc. to facilitate the review of the effects that the proposed project may or may not have on the MTA facilities. An MTA review requires internal circulation of the construction drawings to concerned departments (usually includes Construction, Operations, Maintenance, and Real Estate). Parties shall be responsible for all costs related to drawing reviews by MTA. MTA costs shall be based upon the actual hours taken for review at the hourly rate of pay plus overhead charges. Drawings normally required for review are:
- A. Site Plan
 - B. Drainage Area Maps and Drainage Calculations
 - C. Architectural drawings
 - D. Structural drawings and calculations
 - E. Civil Drawings
 - F. Utility Drawings
 - G. Sections showing Foundations and MTA Structures
 - H. Column Load Tables
 - I. Pertinent Drawings and calculations detailing an impact on MTA facilities
 - J. A copy of the Geotechnical Report.
 - K. Construction zone traffic safety and detour plans. Provide and regulate positive traffic guidance and definition for vehicular and pedestrian traffic adjacent to the construction site to ensure traffic safety and reduce adverse traffic circulation impact.
 - L. Drawings and calculations should be sent to:

MTA Third Party Administration (Permits Administration)
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

1

R92-DE303-3.00
Adjacent Construction Design Manual

Revision 1: 02/05/14
Baseline: 03.03.99
Revision 0: 03.03.99

2. Response to Comments

MTA DESIGN CRITERIA

ADJACENT CONSTRUCTION DESIGN MANUAL

- 1.3 If uncertainty exists on the possible impacts a project may have on the MTA facilities, and before submitting a formal letter requesting a review of a construction project adjacent to the Metro System, the party or his agent may contact the MTA Third Party Administrator (Permits). The Party shall review the complexity of the project, and receive an informal evaluation of the amount of detail required for the MTA review. In those cases, whereby it appears the project will present no risk to MTA, the Third Party Administrator (Permits) shall immediately route the design documents to Construction, Operations, Maintenance, and Real Estate departments for a preliminary evaluation. If it is then confirmed that MTA risk is not present, the Administrator shall process an approval letter to the party.
- 1.4 A period of 30 working days should be allowed for review of the drawings and calculations. Thirty (30) work days should be allowed for each successive review as required. It is noted that preliminary evaluations are usually produced within 5 working days.
- 1.5 The party shall reimburse the MTA for any technical review or support services costs incurred that are associated with his/her request for access to the Metro Rail System.
- 1.6 The following items must be completed before starting any construction:
- A. Each part of the project's design may be reviewed and approved by the MTA. The prime concern of the MTA is to determine the effect of the project on the MTA structure and its transit operations. A few of the other parts of a project to be considered are overhead protection, dust protection, dewatering, and temporary use of public space for construction activities.
 - B. Once the Party has received written acceptance of the design of a given project then the Party must notify MTA prior to the start of construction, in accordance with the terms of acceptance.
- 1.7 Qualified Seismic, Structural and Geotechnical Oversight
- The design documents shall note the name of the responsible Structural Engineer and Geotechnical Engineer, licensed in the State of California.

2.0 REVIEW PROCEDURE

- 2.1 All portions of any proposed design that will have a direct impact on an MTA facility or structure will be reviewed to assure that the MTA facility or structure is not placed in risk at any time, and that the design meets all applicable codes and criteria. Any portion of the proposed design that is to form part of an MTA controlled area shall be designed to meet the MTA Design Criteria and Standards.
- 2.2 Permits, where required by the local jurisdiction, shall be the responsibility of the party. City of L.A. Dept. of Bldg. and Safety and the Bureau of Engineering permit review shall remain in effect. Party shall refer to MTA Third Party Administration policies and procedures, THD5 for additional information.
- 2.3 Monitoring of the temporary support of excavation structures for adjacent construction shall be required in all cases for excavations within the geotechnical zone of influence of MTA structures. The extent of the monitoring will vary from case to case.
- 2.4 Monitoring of the inside of MTA tunnels and structures shall be required when the adjacent

2

R92-DE303-3.00
Adjacent Construction Design Manual

Revision 1: 02/05/14
Baseline: 03.03.99
Revision 0: 03.03.99

2. Response to Comments

MTA DESIGN CRITERIA

ADJACENT CONSTRUCTION DESIGN MANUAL

excavation will unload or load the MTA structure or tunnel. Monitoring of vertical and horizontal distortions will include use of extensometers, inclinometers, settlement reference points, tiltmeters, groundwater observation wells, tape extensometer anchor points and load cells, as appropriately required. Acceptable limits of movement will depend on groundwater conditions, soil types and also the length of service the stations and tunnels have gone through. Escorts will be required for the survey parties entering the Metro operating system in accordance with MTA Operating Rules and Procedures. An MTA account number will be established and the costs for the escort monitoring and surveying service will be billed directly to the party or his agent as in section 1.2.

- 2.5 The calculations submitted for review shall include the following:
- A. A concise statement of the problem and the purpose of the calculation.
 - B. Input data, applicable criteria, clearly stated assumptions and justifying rationale.
 - C. References to articles, manuals and source material shall be furnished with the calculations.
 - D. Reference to pertinent codes and standards.
 - E. Sufficient sketches or drawing references for the work to be easily understood by an independent reviewer. Diagrams indicating data (such as loads and dimensions) shall be included along with adequate sketches of all details not considered standard by MTA.
 - F. The source or derivation of all equations shall be shown where they are introduced into the calculations.
 - G. Numerical calculations shall clearly indicate type of measurement unit used.
 - H. Identify results and conclusions.
 - I. Calculations shall be neat, orderly, and legible.
- 2.6 When computer programs are used to perform calculations, the following information shall accompany the calculation, including the following:
- A. Program Name.
 - B. Program Abstract.
 - C. Program Purpose and Applications.
 - D. Complete descriptions of assumptions, capabilities and limitations.
 - E. Instructions for preparing problem data.
 - F. Instructions for problem execution.
 - G. List (and explanation) of program acronyms and error messages.
 - H. Description of deficiencies or uncorrected errors.
 - I. Description of output options and interpretations.

2. Response to Comments

MTA DESIGN CRITERIA

ADJACENT CONSTRUCTION DESIGN MANUAL

- J. Sample problem(s), illustrating all input and output options and hardware execution statements. Typically, these problems shall be verified problems.
 - K. Computer printout of all supporting calculations.
 - L. The "User's Manual" shall also include a certification section. The certification section shall describe the methods and how they cover the permitted options and uses of the program.
- 2.7 Drawings shall be drawn, to scale, showing the location and relationship of proposed adjacent construction to existing MTA structures at various stages of construction along the entire adjacent alignment. The stresses and deflections induced in the existing MTA structures should be provided.
- 2.8 The short-term and long-term effects of the new loading due to the adjacent construction on the MTA structures shall be provided. The soil parameters and other pertinent geotechnical criteria contained in existing contract documents for the affected structure, plus any additional conditions shall be used to analyze the existing MTA structures.
- 2.9 MTA structures shall be analyzed for differential pressure loadings transferred from the adjacent construction site.

3.0 MECHANICAL CRITERIA

- 3.1 Existing services to MTA facilities, including chilled water and condenser water piping, potable and fire water, storm and sanitary sewer, piping, are not to be used, interrupted nor disturbed without written approval of MTA.
- 3.2 Surface openings of ventilation shafts, emergency exits serving MTA underground facilities, and ventilation system openings of surface and elevated facilities are not to be blocked or restricted in any manner. Construction dust shall be prevented from entering MTA facilities.
- 3.3 Hot or foul air, fumes, smoke, steam, etc., from adjacent new or temporary facilities are not to be discharged within 40 feet of existing MTA ventilation system intake shafts, station entrances or portals. Tunnel ventilation shafts are both intake and discharge structures.
- 3.4 Clear access for the fire department to the MTA fire department connections shall be maintained at all times. Construction signs shall be provided to identify the location of MTA fire department connections. No interruption to fire protection water service will be permitted at any time.
- 3.5 Modifications to existing MTA mechanical systems and equipment, including ventilation shafts, required by new connections into the MTA System, shall only be permitted with prior review and approval by MTA. If changes are made to MTA property as built drawings shall be provided reflecting these changes.

At the option of MTA, the adjacent construction party shall be required to perform the field tests necessary to verify the adequacy of the modified system and the equipment performance. This verification shall be performed within an agreed time period jointly determined by MTA and the Party on a case by case basis. Where a modification is approved, the party shall be held responsible to maintain original operating capacity of the equipment and the system impacted by the modification.

4

R92-DE303-3.00
Adjacent Construction Design Manual

Revision 1: 02/05/14
Baseline: 03.03.99
Revision 0: 03.03.99

2. Response to Comments

MTA DESIGN CRITERIA

ADJACENT CONSTRUCTION DESIGN MANUAL

4.0 OPERATIONAL REQUIREMENTS

4.1 GENERAL

- A. Normal construction practices must be augmented to insure adequate safety for the general public entering Metro Stations and riding on Metro Trains and Buses. Design of a building, structure, or facility shall take into account the special safety considerations required for the construction of the facility next to or around an operating transit system.
- B. Projects which require working over or adjacent to MTA station entrances shall develop their construction procedures and sequences of work to meet the following minimum requirements:
 - 1. Construction operations shall be planned, scheduled and carried out in a way that will afford the Metro patrons and the general public a clean, safe and orderly access and egress to the station entrance during revenue hours.
 - 2. Construction activities which involve swinging a crane and suspended loads over pedestrian areas, MTA station entrances and escalators, tracks or Metro bus passenger areas shall not be performed during revenue hours. Specific periods or hours shall be granted on a case-by-case basis.
 - 3. All cranes must be stored and secured facing away from energized tracks, when appropriate.
 - 4. All activity must be coordinated through the MTA Track Allocation process in advance of work activity.

4.2 OVERHEAD PROTECTION - Station Entrances

- A. Overhead protection from falling objects shall be provided over MTA facilities whenever there is possibility, due to the nature of a construction operation, that an object could fall in or around MTA station entrances, bus stops, elevators, or areas designed for public access to MTA facilities. Erection of the overhead protection for these areas shall be done during MTA non-revenue hours.
 - 1. The design live load for all overhead protection shall be 150 pounds per square foot minimum. The design wind load on the temporary structures shall be 20 pounds per square foot, on the windward and leeward sides of the structure.
 - 2. The overhead protection shall be constructed of fire rated materials. Materials and equipment shall not be stored on the completed shield. The roof of the shield shall be constructed and maintained watertight.
- B. Lighting in public areas and around affected MTA facilities shall be provided under the overhead protection to maintain a minimum level of twenty-five (25) footcandles at the escalator treads or at the walking surface. The temporary lighting shall be maintained by the Party.

2. Response to Comments

MTA DESIGN CRITERIA

ADJACENT CONSTRUCTION DESIGN MANUAL

- C. Wooden construction fencing shall be installed at the boundary of the areas with public access. The fencing shall be at least eight-feet high, and shall meet all applicable code requirements.
 - D. An unrestricted public access path shall be provided at the upper landing of the entrance escalator-way in accordance with the following:
 - 1. A vertical clearance between the walking surface and the lowest projection of the shield shall be 8'-0".
 - 2. A clear pedestrian runoff area extending beyond the escalator newel shall be provided, the least dimension of which shall be twenty (20) feet.
 - 3. A fifteen (15) foot wide strip (other than the sidewalk) shall be maintained on the side of the escalator for circulation when the escalator is pointed away from a street corner.
 - 4. A clear path from any MTA emergency exit to the public street shall be maintained at all times.
 - E. Temporary sidewalks or pedestrian ways, which will be in use more than 10 days, shall be constructed of four (4") inch thick Portland cement concrete or four (4") inches of asphaltic concrete placed and finished by a machine.
- 4.3 OVERHEAD PROTECTION - Operating Right-of-Way Trackage
- A. MTA Rail Operations Control Center shall be informed of any intent to work above, on, or under the MTA right-of-way. Crews shall be trained and special flagging operations shall be directed by MTA Rail Operations Control Center. The party shall provide competent persons to serve as Flaggers. These Flaggers shall be trained and certified by MTA Rail Operations prior to any work commencing. All costs incurred by MTA shall be paid by the party.
 - B. A construction project that will require work over, under or adjacent to the at grade and aerial MTA right-of-way should be aware that the operation of machinery, construction of scaffolding or any operation hazardous to the operation of the MTA facility shall require that the work be done during non-revenue hours and authorized through the MTA Track Allocation process.
 - C. MTA flagmen or inspectors from MTA Operations shall observe all augering, pile driving or other work that is judged to be hazardous. Costs associated with the flagman or inspector shall be borne by the Party.
 - D. The party shall request access rights or track rights to perform work during non-revenue hours. The request shall be made through the MTA Track Allocation process.
- 4.4 OTHER METRO FACILITIES
- A. Access and egress from the public streets to fan shafts, vent shafts and emergency exits must be maintained at all times. The shafts shall be protected from dust and debris. See

2. Response to Comments

MTA DESIGN CRITERIA

ADJACENT CONSTRUCTION DESIGN MANUAL

Exhibit A for details.

- B. Any excavation in the vicinity of MTA power lines feeding the Metro System shall be through hand excavation and only after authorization has been obtained through the MTA Track Allocation process. MTA Rail Operations Control Center shall be informed before any operations commences near the MTA power system.
- C. Flammable liquids shall not to be stored over or within 25 feet horizontally of MTA underground facilities. If installed within 25 to 100 feet horizontally of the structure, protective encasement of the tanks shall be required in accordance with NFPA STD 130. Existing underground tanks located within 100 feet horizontally of MTA facilities and scheduled to be abandoned are to be disposed of in accordance with Appendix C of NFPA STD 130. NFPA STD 130 shall also be applied to the construction of new fuel tanks.
- D. Isolation of MTA Facilities from Blast

Subsurface areas of new adjacent private buildings where the public has access or that cannot be guaranteed as a secure area, such as parking garages and commercial storage and warehousing, will be treated as areas of potential explosion. NFPA 130, Standard for Fixed Guideway Transit Systems, life safety separation criteria will be applied that assumes such spaces contain Class I flammable, or Class II or Class III Combustible liquids. For structural and other considerations, isolation for blast will be treated the same as seismic separation, and the more restrictive shall be applied.
- E. **Any proposed facility that is located within 20 feet radius of an existing Metro facility will require a blast and explosion study and recommendations to be conducted by a specialist who is specialized in the area of blast force attenuation. This study must assess the effect that an explosion in the proposed non-Metro facility will have on the adjacent Metro facility and provide recommendations to prevent any catastrophic damage to the existing Metro facility. Metro must approve the qualifications of the proposed specialist prior to commencement of any work on this specialized study.**

4.5 SAFETY REGULATIONS

- A. Comply with Cal/OSHA Compressed Air Safety Orders Title 8, Division 1, Chapter 4, Subchapter 3. Comply with California Code of Regulations Title 8, Title 29 Code of Federal Regulations, and/or the Construction Safety and Health Manual (Part F) of the contract whichever is most stringent in regulating the safety conditions to be maintained in the work environment as determined by the Authority. The Party recognizes that government promulgated safety regulations are minimum standards and that additional safeguards may be required.
- B. Comply with the requirements of Chemical Hazards Safety and Health Plan, (per 29 CFR 1910.120 entitled, (Hazardous Waste Operations and Emergency Response) with respect to the handling of hazardous or contaminated wastes and mandated specialty raining and health screening.
- C. Party and contractor personnel while within the operating MTA right-of-way shall

7

R92-DE303-3.00
Adjacent Construction Design Manual

Revision 1: 02/05/14
Baseline: 03.03.99
Revision 0: 03.03.99

2. Response to Comments

MTA DESIGN CRITERIA

ADJACENT CONSTRUCTION DESIGN MANUAL

coordinate all safety rules and procedures with MTA Rail Operations Control Center -

- D. When support functions and electrical power outages are required, the approval MUST be obtained through the MTA Track Allocation procedure. Approval of the support functions and power outages must be obtained in writing prior to shutdown.

5.0 CORROSION

5.1 STRAY CURRENT PROTECTION

- A. Because stray currents may be present in the area of the project, the Party shall investigate the site for stray currents and provide the means for mitigation when warranted.
- B. Installers of facilities that will require a Cathodic Protection (CP) system must coordinate their CP proposals with MTA. Inquiries shall be routed to the Manager, Third Party Administration.
- C. The Party is responsible for damage caused by its contractors to MTA corrosion test facilities in public right-of-way.

End of Section

2. Response to Comments

It is understood and agreed that these covenants and agreements shall be permanent, perpetual, will run with the land and that notice shall be made to and shall be binding upon all heirs, administrators, executors, successors, assigns, tenants and lessees of the Grantor. The Grantee is hereby expressly granted the right of third party enforcement of this easement.

IN WITNESS WHEREOF, the undersigned has caused its/their signature to be affixed this day of _____, 20__

By: _____
Name

By: _____
Name

(ATTACH NOTARY SEAL AND CERTIFICATE HERE.)

2. Response to Comments

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT **CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of _____)

On _____ before me, _____
Date Here Insert Name and Title of the Officer

personally appeared _____
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document
Title or Type of Document: _____ Document Date: _____
Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____	Signer's Name: _____
<input type="checkbox"/> Corporate Officer — Title(s): _____	<input type="checkbox"/> Corporate Officer — Title(s): _____
<input type="checkbox"/> Partner — <input type="checkbox"/> Limited <input type="checkbox"/> General	<input type="checkbox"/> Partner — <input type="checkbox"/> Limited <input type="checkbox"/> General
<input type="checkbox"/> Individual <input type="checkbox"/> Attorney in Fact	<input type="checkbox"/> Individual <input type="checkbox"/> Attorney in Fact
<input type="checkbox"/> Trustee <input type="checkbox"/> Guardian or Conservator	<input type="checkbox"/> Trustee <input type="checkbox"/> Guardian or Conservator
<input type="checkbox"/> Other: _____	<input type="checkbox"/> Other: _____
Signer is Representing: _____	Signer is Representing: _____

©2014 National Notary Association • www.NationalNotary.org • 1-800-US NOTARY (1-800-876-6827) Item #5907

2. Response to Comments

CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in the real property conveyed by the foregoing Grant Deed from _____, a **California Limited Partnership**, ("Grantor") to **LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**, a public agency existing under the authority of the laws of the State of California ("LACMTA"), is hereby accepted by the undersigned on behalf of the LACMTA pursuant to authority conferred by resolution of the Board of Directors of the LACMTA, and the Grantee hereby consents to the recordation of this Deed by its duly authorized officer.

Dated this ____ day of _____, 20__

By: _____
Velma C. Marshall
Deputy Executive Officer - Real Estate

2. Response to Comments

A3. **Response to Comments from Los Angeles County Metropolitan Transportation Authority, Elizabeth Carbajal, Transportation Planning Manager, dated February 25, 2016.**

A3-1 The commenter suggested that the City include policy language or guidance in the Specific Plan that clearly denotes that development occurring within 100 feet of a Metro facility will require Metro review and approval and compliance with Metro's Development Guidelines. In particular, because of the proximity to the Metro Blue Line, increased traffic at rail road grade crossings must be considered specifically in the Specific Plan. In response to the commenter, the Specific Plan will be updated to incorporate Metro's suggested language (as a policy in the Specific Plan) to ensure that future development projects under the Specific Plan that are within 100 feet of a Metro facility are reviewed by Metro and comply with Metro's requirements. The City will also ensure that Metro is notified of future development projects within 100 feet of a Metro facility to ensure that any at-grade crossing improvements and transit priority treatments, as appropriate and required, are provided as a result of impacts to such facilities resulting from a proposed development project that would be accommodated by the Specific Plan. The Metro requests will be ensured through the City's development review process and added as a policy to the Specific Plan.

Additionally, the commenter stated that provisions for transit priority treatments be considered to make the development welcoming to transit access. The Specific Plan currently contains guiding principles and a number of development standards and guidelines to make developments welcoming to transit access. Examples include high residential densities (Section 3.4.2, *Development Intensity*, of the Specific Plan), transit-friendly off-street parking requirements (Section 3.5.1, *Off-Street Parking*, of the Specific Plan), onsite bicycle parking requirements (Section 3.5.1, *Bicycle Parking*, of the Specific Plan), and provisions for transit amenities and transit-friendly design (Section 5.10, *Transit Station Areas*, of the Specific Plan).

A3-2 The commenter stated that considering the proximity of the proposed project to the rail road right-of-way, the Metro Blue Line may produce significant noise, vibration, visual, lighting and potential air quality impacts. The potential impacts resulting from the Metro Blue Line were adequately considered and analyzed in the respective topical sections of the EIR (specifically, in the aesthetics, air quality, and noise sections of the EIR). Please refer to each of these respective topical sections for the analysis, findings and conclusions.

The commenter also stated that a recorded Noise Easement Deed in favor of Metro is required for development adjacent to the facility (Metro Blue Line), and that any identified potential mitigations required for the project must be borne by the developers of the project and not Metro. At the time of submittal of individual development projects within the Specific Plan area (specifically, development proposed adjacent to the Metro Blue Line) and in coordination with Metro, the City will ensure that recorded

2. Response to Comments

Noise Easement Deeds in favor of Metro are provided by individual project applicants/developers. The Metro request will be ensured through the City's development review process and added as a policy to the Specific Plan.

Additionally, the City concurs that any identified potential mitigations required for individual development projects that would be accommodated by the Specific Plan will be borne by the applicant/developer of the project and not Metro. Compliance with and implementation of any such mitigation will be ensured through the City's development review process.

A3-3 The comment is noted. The City will continue to collaborate with Metro to effectuate policies and implementation activities that promote transit supportive communities and reduce pedestrian/bike and bus conflicts.

A3-4 Impacts associated with development that would be accommodated by the Specific Plan were documented in the TIA prepared for the Specific Plan (see Appendix I of the DEIR). Chapter 7 of TIA discusses the CMP and documents the results of the CMP analysis requirements. As noted in Chapter 7, the only CMP-designated intersection where the Specific Plan is expected to add more than 50 peak hour trips is the PCH/Orange Avenue intersection. The project's impacts at that location were found to be less than significant.

Additionally, the NOP process for the Specific Plan included notification of all responsible agencies, including Caltrans. Please see response to Comment A1-1 of the Caltrans comment letter (Letter A1) related to further evaluation of Caltrans facilities.

2. Response to Comments

LETTER A4 – County Sanitation Districts of Los Angeles County (2 pages)



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

COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

GRACE ROBINSON HYDE
Chief Engineer and General Manager

February 25, 2016
Ref File No.: 3586660

City of Long Beach
RECEIVED
FEB 29 2016
Planning Bureau

Mr. Craig Chalfant, Planner
Development Services Department
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Dear Mr. Chalfant:

Comment Letter for the Midtown Specific Plan

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on January 14, 2016. The proposed project is located within the jurisdictional boundaries of District No. 3. We offer the following comments regarding sewerage service:

3. PROJECT DESCRIPTION

1. **Page 3-11**, in Table 3-1 – Based on the Districts’ average wastewater generation factors, an additional 1,736 dwelling units, 368,932 square feet of commercial structure, 27 hospital beds, and 81 hotel rooms would increase average wastewater flow from the City by approximately 584,763 gallons per day. For a copy of these factors, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link. A4-1

5.14 UTILITIES AND SERVICE SYSTEMS

1. **Page 5.14-1**, under the County Sanitation Districts of Los Angeles County section – In determining the impact to the Sewerage System and applicable connection fees, the Districts’ Chief Engineer will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727. A4-2
2. **Page 5.14-5**, under the Wastewater Treatment section – The Joint Water Pollution Control Plant (JWPCP) currently processes an average flow of 261 million gallons per day (mgd). A4-3
3. **Page 5.14-6**, under the Wastewater Generation and Treatment Capacity section – The expected increase in average wastewater flow from the proposed project is 584,763 gallons per day as discussed in comment item no. 1 under 3. Project Description. A4-4

DOC: #3630723.D03

2. Response to Comments

Mr. Craig Chalfant

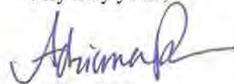
-2-

February 25, 2016

4. **Page 5.14-7**, at the top of the page – The JWPCP currently processes an average flow of 261 mgd. Although there is approximately 139 mgd residual capacity at the JWPCP, there are other proposed developments in the area. The availability of trunk sewer capacity should be verified as individual projects advance. A4-5
5. **Page 5.14-7**, under the Sewer Conveyance System section - The expected increase in average wastewater flow from the proposed project is 584,763 gallons per day as discussed in comment item no. 1 under 3. Project Description. A4-6

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

Very truly yours,



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: E. Stewart

DOC: #3630723.D03

2. Response to Comments

A4. Response to Comments from County Sanitation Districts of Los Angeles, Adriana Raza, Customer Services Specialist, dated February 25, 2016.

A4-1 The commenter stated that based on the Sanitation District's average wastewater generation factors, the additional development that would be accommodated by the Specific Plan would increase average wastewater flow from the City by approximately 584,763 gallons per day (gpd). The potential wastewater impacts that would result from implementation of the Specific Plan are detailed in Chapter 5.14, *Utilities and Service Systems*, of the DEIR; specifically in Section 5.14.1, *Wastewater Treatment and Collection*, of Chapter 5.14. As shown in Table 5.14-2, *Estimated Project Wastewater Generation*, and based on the generation factors used in the Infrastructure Technical Report (see Appendix F of the DEIR), buildout under the Specific Plan is estimated to increase wastewater generation by 672,821 gpd, which is 88,058 gpd higher than the quantity noted by the commenter.

As stated in Section 2.2.2 (Existing Sewer Flows per Planning Area) of the Infrastructure Technical Report, the wastewater generation factors used was based on generation factors provided in the City of Long Beach's 2010 Urban Water Management Plan and by the Sanitation District. Although the wastewater generation quantity used quantified in the Infrastructure Technical Report and used in the DEIR (672,821 gpd) differs from the quantity provided by the Sanitation District (584,763 gpd), there is no need to update the wastewater generation numbers or analysis in the DEIR, as the analysis provided in the DEIR is conservative being that it was based on a greater generation number.

A4-2 The commenter stated that in determining the impact on the sewerage system and applicant connection fees, the Sanitation District's Chief Engineer will determine the user category (e.g., condominium, single-family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. As stated in Chapter 5.14, *Utilities and Service Systems*, of the DEIR (see pg. 5.14-11, first paragraph), all development projects within the Midtown Specific Plan area would require "Will Serve" letters from the Sanitation Districts, in which project-specific flows will be further evaluated by the Sanitation Districts. To ensure sufficient capacity within the trunk sewer lines, the Sanitation Districts would review individual developments projects that would be accommodated by the Midtown Specific Plan in order to determine whether or not sufficient trunk sewer capacity exists to serve each development project and if the Sanitation Districts facilities will be affected by the development project. This would be accomplished through the Sanitation Districts "Will Serve" letter process. Since the "Will Serve" letter process is not a standard City requirement for development projects, it was added as Mitigation Measure USS-2 in the DEIR. Additionally, per Mitigation Measure USS-1, individual project applicants/developers are required to submit a site-specific sewer flow monitoring study prior to the issuance of grading permits.

2. Response to Comments

- A4-3 The commenter stated that the Joint Water Pollution Control Plant (JWPCP) currently processes an average flow of 261 million gallons per day (mgd), in lieu of the 263 mgd noted on pg. 5.14-5 of Chapter 5.14, *Utilities and Service Systems*, of the DEIR. In response to the commenter, the text has been corrected on pg. 5.14-5, and elsewhere in Chapter 5.14 where the 263 mgd reference is mentioned, as described in more detail in Section 3, *Revisions to the Draft EIR*, of this FEIR.
- A4-4 See response to Comment A4-1, above.
- A4-5 See responses to Comment A4-2 and A4-3, above.
- A4-6 See response to Comment A4-1, above.

2. Response to Comments

LETTER A5 – State Clearinghouse (3 pages)

	<p>STATE OF CALIFORNIA GOVERNOR'S OFFICE <i>of</i> PLANNING AND RESEARCH STATE CLEARINGHOUSE AND PLANNING UNIT</p>	
<p>EDMUND G. BROWN JR. GOVERNOR</p>		<p>KEN ALEX DIRECTOR</p>
<p>February 26, 2016</p>		
<p>Craig Chalfant City of Long Beach 333 W. Ocean Boulevard Long Beach, CA 92802</p>		
<p>Subject: Midtown Specific Plan SCH#: 2015031034</p>		
<p>Dear Craig Chalfant:</p>		
<p>The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on February 25, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.</p>		<p>A5-1</p>
<p>Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.</p>		
<p>Sincerely,  Scott Morgan Director, State Clearinghouse</p>		
<p>1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044 (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov</p>		

2. Response to Comments

Document Details Report	
State Clearinghouse Data Base	
SCH#	2015031034
Project Title	Midtown Specific Plan
Lead Agency	Long Beach, City of
<hr/>	
Type	EIR Draft EIR
Description	Two-family Residential, standard lot (R-2-N); Moderate-Density Multifamily Residential (R-4-R); Community Commercial Automobile-Oriented (CCA)/Regional Highway Commercial (CHW)/Highway Commercial (CH)/Neighborhood Commercial Automobile-Oriented (CAN)/Neighborhood Pedestrian-Oriented Commercial (CNP)/Community R 4 N Commercial (CCN); Planned Development District (PD) 22, PD 25 and PD-29; Institutional (I); Park (P); and Public Right-of-Way (PR).
<hr/>	
Lead Agency Contact	
Name	Craig Chalfant
Agency	City of Long Beach
Phone	562-570-6368
email	
Address	333 W. Ocean Boulevard
City	Long Beach
State	CA
Zip	92802
<hr/>	
Project Location	
County	Los Angeles
City	Long Beach
Region	
Lat / Long	34° 47' 50" N / 118° 11' 22" W
Cross Streets	Long Beach Boulevard from Anaheim Street (south) to Wardlow Avenue (north)
Parcel No.	Various
Township	4S
Range	013W
Section	
Base	SB
<hr/>	
Proximity to:	
Highways	SR-1, I-405, I-710
Airports	Long Beach (LGB)
Railways	Metro Blue Line, Union Pacific
Waterways	LA River, LA Harbor, Dominguez Channel, Compton Creek
Schools	Various
Land Use	General Plan Land Use Designations - Land Use District No.'s 1 (Single Family), 2 (Mixed Style Homes), 3A - Townhomes District, Land Use District No. 3B - Moderate Density Residential District; Land Use District No. 7 - Mixed Use District; Land Use District No. 8A - Traditional Retail Strip Commercial District, Land Use District No. 8N - Shopping Nodes District; Land Use District No. 8R - Mixed Retail/Residential Strip District; Land Use District No. 9G - General Industry District; Land Use District No. 10 - Institutional/School District; and Land Use District No. 11 - Open Space/Park District.
<hr/>	
Project Issues	Air Quality; Agricultural Land; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual; Economics/Jobs
<hr/>	
Reviewing Agencies	Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 7; Air Resources Board; Department of Housing and Community Development; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission
<hr/>	
Note: Blanks in data fields result from insufficient information provided by lead agency.	

2. Response to Comments

Document Details Report		
State Clearinghouse Data Base		
Date Received	01/12/2016	Start of Review 01/12/2016
		End of Review 02/25/2016

Note: Blanks in data fields result from insufficient information provided by lead agency.

2. Response to Comments

This page intentionally left blank.

2. Response to Comments

A5. Response to Comments from Scott Morgan, Director, State Clearinghouse, dated February 25, 2016.

A5-1 The comment acknowledges that the City of Long Beach has complied with State Clearinghouse review requirements for the Draft Environmental Impact Report (DEIR), pursuant to CEQA. The comment also acknowledges that the State Clearinghouse received the revised DEIR and submitted it to select state agencies for review. As noted in the comment letter, no state agencies submitted comments by or before the closing date of the review period. The comment is acknowledged and no response is necessary.

2. Response to Comments

This page intentionally left blank.

3. Revisions to the Draft EIR

3.1 INTRODUCTION

This section contains revisions to the DEIR based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of DEIR publication; and/or (3) typographical errors. This section also includes additional mitigation measures to fully respond to commenter concerns as well as provide additional clarification to mitigation requirements included in the DEIR. The provision of these additional mitigation measures does not alter any impact significance conclusions as disclosed in the DEIR. Changes made to the DEIR are identified here in ~~strikeout text~~ to indicate deletions and in underlined text to signify additions.

3.2 DEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

The following text has been revised in response to comments received on the DEIR.

Pages 1-7 and 1-8, Chapter 1, *Executive Summary*, Section 1.5, *Summary of Project Alternatives*. The following text is modified to provide a minor correction, consistent with the revisions made to Chapter 5.2, *Air Quality*, Sections 5.2-7, *Mitigation Measures*, and 5.2-8, *Level of Significance After Mitigation*, below.

1.5 SUMMARY OF PROJECT ALTERNATIVES

Air Quality

- **Impact 5.2-2:** The Proposed Project would generate long-term emissions that exceed the South Coast Air Quality Management District's regional operational significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin. Incorporation of Mitigation Measures AQ-4 ~~through AQ-6~~ and AQ-5 would reduce operation-related criteria air pollutants generated from stationary and mobile sources. Mitigation Measures AQ-5 ~~and AQ-6~~ would encourage and accommodate the use of alternative-fueled vehicles and nonmotorized transportation, as would the provisions of the Midtown Specific Plan. For example, the Midtown Specific Plan specifies electric vehicle charging and bicycle parking requirements for residential development in accordance with the CALGreen Code. However, despite adherence to Mitigation Measures AQ-4 ~~through AQ-6~~ and AQ-5 and the provisions of the Midtown Specific Plan, Impact 5.2-2 would remain **significant and unavoidable** due to the magnitude of land use development associated with the Proposed Project.

3. Revisions to the Draft EIR

Greenhouse Gas Emissions

- **Impact 5.5-1:** Buildout of the Proposed Project would result in a substantial increase in GHG emissions compared to existing conditions and would not meet the South Coast Air Quality Management District's Year 2035 Target efficiency metric of 2.4 metric tons of CO₂e per year per service population or the long-term GHG reduction goal under Executive Order S-3-05. Mitigation Measures ~~AQ-4 through AQ-6~~ and AQ-5, as well as provisions of the Midtown Specific Plan (e.g., requirements for electric vehicle charging and bicycle parking requirements for residential development), would encourage and accommodate use of alternative-fueled vehicles and nonmotorized transportation and ensure that GHG emissions from the buildout of the Proposed Project would be minimized. However, additional statewide measures would be necessary to reduce GHG emissions under the Proposed Project to meet the long-term GHG reduction goals under Executive Order S-3-05, which identified a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050, and Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent below 1990 levels by 2030. The new Executive Order B-30-15 requires the California Air Resources Board to prepare another update to the Scoping Plan to address the 2030 target for the state. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under Executive Order S-3-05 or the new Executive Order B-30-15. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology. Since no additional statewide measures are currently available, Impact 5.5-1 would remain **significant and unavoidable**.

Pages 2-4 and 2-5, Chapter 2, *Introduction*, Section 2.3.3, *Significant Unavoidable Adverse Impacts*. The following text is modified to provide a minor correction, consistent with the revisions made to Chapter 5.2, *Air Quality*, Sections 5.2-7, *Mitigation Measures*, and 5.2-8, *Level of Significance After Mitigation*, below.

2.3.3 Significant Unavoidable Adverse Impacts

Air Quality

- **Impact 5.2-2:** The Proposed Project would generate long-term emissions that exceed the South Coast Air Quality Management District's regional operational significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin. Incorporation of Mitigation Measures ~~AQ-4 through AQ-6~~ and AQ-5 would reduce operation-related criteria air pollutants generated from stationary and mobile sources. Mitigation Measures ~~AQ-5 and AQ-6~~ would encourage and accommodate the use of alternative-fueled vehicles and nonmotorized transportation, as would the provisions of the Midtown Specific Plan. For example, the Midtown Specific Plan specifies electric vehicle charging and bicycle parking requirements for residential development in accordance with the CALGreen Code. However, despite adherence to Mitigation Measures ~~AQ-4 through AQ-6~~ and AQ-5 and the provisions of the Midtown Specific Plan, Impact 5.2-2 would remain **significant and unavoidable** due to the magnitude of land use development associated with the Proposed Project.

3. Revisions to the Draft EIR

Greenhouse Gas Emissions

- **Impact 5.5-1:** Buildout of the Proposed Project would result in a substantial increase in GHG emissions compared to existing conditions and would not meet the South Coast Air Quality Management District's Year 2035 Target efficiency metric of 2.4 metric tons of CO₂e per year per service population or the long-term GHG reduction goal under Executive Order S-3-05. Mitigation Measures ~~AQ-4 through AQ-6~~ and AQ-5, as well as provisions of the Midtown Specific Plan (e.g., requirements for electric vehicle charging and bicycle parking requirements for residential development), would encourage and accommodate use of alternative-fueled vehicles and nonmotorized transportation and ensure that GHG emissions from the buildout of the Proposed Project would be minimized. However, additional statewide measures would be necessary to reduce GHG emissions under the Proposed Project to meet the long-term GHG reduction goals under Executive Order S-3-05, which identified a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050, and Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent below 1990 levels by 2030. The new Executive Order B-30-15 requires the California Air Resources Board to prepare another update to the Scoping Plan to address the 2030 target for the state. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under Executive Order S-3-05 or the new Executive Order B-30-15. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology. Since no additional statewide measures are currently available, Impact 5.5-1 would remain **significant and unavoidable**.

Page 5.1-4, Chapter 5.1, *Aesthetics*. The following text is modified to provide a minor correction; to revise the maximum building height mentioned to be consistent with the permitted building height provision outlined in the Midtown Specific Plan.

The potential aesthetic and visual character impacts resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

Midtown Specific Plan Area

Implementation of the Midtown Specific Plan would allow for approximately 1,700 dwelling units, 369,000 square feet of commercial and employment generating uses, 27 hospital beds, and 81 hotel rooms over existing conditions (see Table 3-1, *Land Use Projections for Midtown Specific Plan Area*). Development within Midtown Specific Plan area would be undertaken by a number of landowners over time, within the framework established by the Midtown Specific Plan.

The visual character of the Midtown Specific Plan area anticipated under the Midtown Specific Plan would vary based on development that would occur in each of the four proposed districts:

- The **Transit Node District** would be characterized by intense building types, including mid- and low-rise podium, mixed-use flex blocks, liners, stacked flats and live-work units. Dependent on individual parcel depth, the minimum and maximum building heights would be three and ~~seven~~ ten stories, respectively. The buildings would offer retail, restaurant, entertainment, and other pedestrian-oriented uses at the street level, with offices and flats above in mixed-use buildings.

3. Revisions to the Draft EIR

Page 5.2-27, Chapter 5.2, *Air Quality*, Section 5.2-6, *Level of Significance Before Mitigation*. The following mitigation measure and text is modified to provide a minor correction.

5.2.6 Level of Significant Before Mitigation

Upon implementation of regulatory requirements, the following impacts would be less than significant: 5.2-4.

Without mitigation, the following impacts would be **potentially significant**:

Pages 5.2-29 through 5.2-32, Chapter 5.2, *Air Quality*, Sections 5.2-7, *Mitigation Measures*, and 5.2-8, *Level of Significance After Mitigation*. The following mitigation measure and text is modified to provide a minor correction, as the requirements outlined in this mitigation measures have been included as provisions in the Midtown Specific Plan and are therefore, no longer needed as mitigation.

5.2.7 Mitigation Measures

Impact 5.2-2

Transportation and Motor Vehicles

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

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

AQ-65 Prior to issuance of building permits for non-residential development projects within the Midtown Specific Plan area, the property owner/developer shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Long Beach Building and Safety Bureau prior to issuance of a certificate of occupancy.

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

3. Revisions to the Draft EIR

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

Impact 5.2-5

AQ-76

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

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

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

3. Revisions to the Draft EIR

- For ownership units, the Homeowner's Association shall incorporate requirements for long-term maintenance in the Covenant Conditions and Restrictions and inform homeowners of their responsibility to maintain the MERV filter in accordance with the manufacturer's recommendations.

5.2.8 Level of Significant After Mitigation

Impact 5.2-2

Incorporation of Mitigation Measures ~~AQ-4 through AQ-6~~ and ~~AQ-5~~ would reduce operation-related criteria air pollutants generated from stationary and mobile sources. Mitigation Measures ~~AQ-5~~ and ~~AQ-6~~ would encourage and accommodate the use of alternative-fueled vehicles and nonmotorized transportation, as would the provisions of the Midtown Specific Plan. For example, the Midtown Specific Plan specifies electric vehicle charging and bicycle parking requirements for residential development in accordance with the CALGreen Code. However, despite adherence to Mitigation Measures ~~AQ-4 through AQ-6~~ and ~~AQ-5~~ and the provisions of the Midtown Specific Plan, Impact 5.2-2 would remain **significant and unavoidable** due to the magnitude of land use development associated with the Proposed Project.

Impact 5.2-5

At buildout, the Proposed Project would result in construction of up to approximately 1,736 new residential units within the Project Site. The residential units would be allowed near sources of toxic air contaminants (e.g., I-405), which have the potential to affect residents of these units. Adherence to Mitigation Measure ~~AQ-7~~ AQ-6 would require property owners/developers of new residential units that are proximate to major sources of toxic air contaminants, as determined by a Health Risk Assessment, to install high-efficiency MERV filters to reduce indoor concentrations particulates (including diesel particulate matter, which comprises the majority of risk) below SCAQMD's threshold. With implementation of Mitigation Measure ~~AQ-7~~ AQ-6, Impact 5.2-5 would be reduced to a level of less than significant.

Pages 5.3-12 and 5.3-13, Chapter 5.3, *Cultural Resources*, Section 5.3.7, *Mitigation Measures*. The following mitigation measure is modified to provide a minor correction. It should be noted that only the portion of the mitigation measure that required corrections is outlined, and not the entire mitigation measure as provided in the DEIR.

5.3.7 Mitigation Measures

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

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

3. Revisions to the Draft EIR

1. If the proposed project includes total demolition of a historical resource, the property owner or project applicant/developer shall first consider an alternative that retains the historical resource and incorporates it into the overall project development as an adaptive re-use of the building, as determined feasible.
2. If the project site permits, the historical resource should be relocated to another location on the site and the resource should be re-incorporated into the overall project, as determined feasible.

Page 5.8-16, Chapter 5.8, *Land Use and Planning*, Section 5.8.7, *Mitigation Measures*. The following mitigation measure is modified to provide a minor correction.

5.8.7 Mitigation Measures

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

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

Pages 5.13-31 and 5.13-32, Chapter 5.13, *Transportation and Traffic*, Section 5.13.7, *Mitigation Measures*. The following mitigation measure is modified to provide a minor correction.

5.13.7 Mitigation Measures

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

3. Revisions to the Draft EIR

Existing (2014) With Project Improvements

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

Cumulative Year (2035) With Project Improvements

- **Long Beach Boulevard and Spring Street:** Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 74-foot cross section of Long Beach Boulevard, this improvement could be completed with restriping of the approach.
- **Pacific Avenue and Willow Street:** Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 74-foot cross section of ~~Long Beach Boulevard~~ Pacific Avenue, this improvement could be completed with restriping of the approach.
- **Atlantic Avenue and Willow Street:** Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 50-foot cross section of Atlantic Avenue, this improvement could be completed with restriping of the approach.
- **Atlantic Avenue and Spring Street:** Improve the ~~southbound~~ northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Implementation of this improvement also requires improving the southbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. ~~The intersection is currently built out to capacity and would require right-of-way acquisition by the City of Long Beach.~~
- **Atlantic Avenue and 27th Street:** Construct a traffic signal at the intersection.

Page 5.14-5, Chapter 5.14, *Utilities and Service Systems*, Section 5.14.1, *Wastewater Treatment and Collection*. The following text is modified in response to Comment A4-3, from the County Sanitation Districts of Los Angeles County.

Wastewater Treatment

Under the existing conditions, average daily sewer flows from the Project Site are estimated at 1.03 million gallons per day (Fuscoe 2015). Wastewater discharged from the Project Site is treated at LACSDS's JWPCP, which has capacity of 400 million gallons per day (mgd), and had average daily effluent flows of approximately ~~263~~ 261 mgd in 2014 (LACSD 2015).

3. Revisions to the Draft EIR

Page 5.14-7, Chapter 5.14, *Utilities and Service Systems*, Section 5.14.1, *Wastewater Treatment and Collection*. The following text is modified in response to Comments A4-3 and A4-5, from the County Sanitation Districts of Los Angeles County.

As noted above, wastewater from the Midtown Specific Plan area is treated at LACSDS’s JWPCP, which has capacity of 400 mgd, and had average daily effluent flows of approximately ~~263~~ 261 mgd in 2014 (LACSD 2015). There is approximately ~~437~~ 139 mgd residual capacity at the JWPCP, which is more than adequate to accommodate the net increase in wastewater generation from development that would be accommodated by the Midtown Specific Plan. Therefore, the Midtown Specific Plan would not require construction of new or expanded wastewater treatment facilities.

Page 5.14-11, Chapter 5.14, *Utilities and Service Systems*, Section 5.14.1, *Wastewater Treatment and Collection*. The following text is modified in response to Comment A4-3, from the County Sanitation Districts of Los Angeles County.

Wastewater Treatment

The area considered for cumulative impacts is the service area of the JWPCP, which is owned and operated by the Sanitation Districts. The JWPCP serves approximately 3.5 million people from throughout Los Angeles County. Wastewater flows through the JWPCP are projected to increase from the existing ~~263~~ 261 mgd to 295 mgd in 2035 in proportion to estimated population growth in Los Angeles County over the 2015-2035 period, as shown in Table 5.14-4. The JWPCP has a 400 mgd capacity. Therefore, there is adequate wastewater treatment capacity in the region to accommodate projected future growth, and cumulative impacts to wastewater treatment capacity would be less than significant.

Table 5.14-4 Projected Cumulative Wastewater Treatment Demand, Joint Water Pollution Control Plant

JWPCP wastewater flows, 2014	Los Angeles County population ¹				JWPCP Projected Wastewater Flows for 2035
	Estimate for January 2015, CDF	Projection for 2035, SCAG ²	Increase for 2015-2035	Percent Increase, 2015-2035	
263 <u>261</u> mgd	10,136,559	11,353,000	1,216,441	12%	295 mgd

Sources: LACSD 2015; CDF 2015; SCAG 2014; USCB 2015.

Notes: mgd = million gallons per day

¹ Net increase in employment was not added to population growth here in estimating increases in wastewater treatment demand. In 2012 there were about 4.175 million jobs in Los Angeles County while about 3.911 million workers lived in the county (Longitudinal Employment-Household Dynamics, US Census Bureau 2015). Thus, the net inflow of workers into the County, about 264,000, was approximately 6.3 percent of the number of jobs in the County. Therefore, to use the total net increase in employment – in addition to the net increase in population – would result in a large overestimate in wastewater treatment demand.

² The 2015-2035 period chosen here for analysis of cumulative impacts is the same period analyzed for cumulative impacts in the project traffic impact analysis.

3. Revisions to the Draft EIR

Page 5.14-34, Chapter 5.14, *Utilities and Service Systems*, Section 5.14.5, *Other Utilities*. The following mitigation measure is modified to provide a minor correction.

Impact Analysis: The potential impacts to ~~solid waste~~ existing and/or proposed electricity and natural gas facilities resulting from the Proposed Project within each of the areas of the Project Site are addressed below.

Page 5.14-36, Chapter 5.14, *Utilities and Service Systems*, Section 5.14.5, *Other Utilities*. The following mitigation measure is modified to provide a minor correction.

Area Outside the Midtown Specific Plan

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site under the Proposed Project, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. No new development would occur within this area of the Project Site. Therefore, no impacts to existing and/or proposed electricity and natural gas facilities are anticipated to occur.

Pages 6-1 and 6-2, Chapter 6, *Significant Unavoidable Adverse Impacts*. The following text is modified to provide a minor correction, consistent with the revisions made to Chapter 5.2, *Air Quality*, Sections 5.2-7, *Mitigation Measures*, and 5.2-8, *Level of Significance After Mitigation*, above.

Air Quality

- **Impact 5.2-2:** The Proposed Project would generate long-term emissions that exceed the South Coast Air Quality Management District's regional operational significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin. Incorporation of Mitigation Measures AQ-4 ~~through AQ-6~~ and AQ-5 would reduce operation-related criteria air pollutants generated from stationary and mobile sources. Mitigation Measures AQ-5 ~~and AQ-6~~ would encourage and accommodate the use of alternative-fueled vehicles and nonmotorized transportation, as would the provisions of the Midtown Specific Plan. For example, the Midtown Specific Plan specifies electric vehicle charging and bicycle parking requirements for residential development in accordance with the CALGreen Code. However, despite adherence to Mitigation Measures AQ-4 ~~through AQ-6~~ and AQ-5 and the provisions of the Midtown Specific Plan, Impact 5.2-2 would remain **significant and unavoidable** due to the magnitude of land use development associated with the Proposed Project.

3. Revisions to the Draft EIR

Greenhouse Gas Emissions

- **Impact 5.5-1:** Buildout of the Proposed Project would result in a substantial increase in GHG emissions compared to existing conditions and would not meet the South Coast Air Quality Management District's Year 2035 Target efficiency metric of 2.4 metric tons of CO₂e per year per service population or the long-term GHG reduction goal under Executive Order S-3-05. Mitigation Measures ~~AQ-4 through AQ-6~~ and AQ-5, as well as provisions of the Midtown Specific Plan (e.g., requirements for electric vehicle charging and bicycle parking requirements for residential development), would encourage and accommodate use of alternative-fueled vehicles and nonmotorized transportation and ensure that GHG emissions from the buildout of the Proposed Project would be minimized. However, additional statewide measures would be necessary to reduce GHG emissions under the Proposed Project to meet the long-term GHG reduction goals under Executive Order S-3-05, which identified a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050, and Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent below 1990 levels by 2030. The new Executive Order B-30-15 requires the California Air Resources Board to prepare another update to the Scoping Plan to address the 2030 target for the state. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under Executive Order S-3-05 or the new Executive Order B-30-15. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology. Since no additional statewide measures are currently available, Impact 5.5-1 would remain **significant and unavoidable**.

Pages 7-3 and 7-4, Chapter 7, *Alternatives*, Section 7.2, *Significant and Unavoidable Impacts*. The following text is modified to provide a minor correction, consistent with the revisions made to Chapter 5.2, *Air Quality*, Sections 5.2-7, *Mitigation Measures*, and 5.2-8, *Level of Significance After Mitigation*, above.

7.2 SIGNIFICANT AND UNAVOIDABLE IMPACTS

The following significant and unavoidable impacts are identified in Chapter 5, Environmental Analysis, of this Draft EIR:

Air Quality

- **Impact 5.2-2:** The Proposed Project would generate long-term emissions that exceed the South Coast Air Quality Management District's regional operational significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin. Incorporation of Mitigation Measures ~~AQ-4 through AQ-6~~ and AQ-5 would reduce operation-related criteria air pollutants generated from stationary and mobile sources. Mitigation Measures ~~AQ-5 and AQ-6~~ would encourage and accommodate the use of alternative-fueled vehicles and nonmotorized transportation, as would the provisions of the Midtown Specific Plan. For example, the Midtown Specific Plan specifies electric vehicle charging and bicycle parking requirements for residential development in accordance with the CALGreen Code. However, despite adherence to Mitigation Measures ~~AQ-4 through AQ-6~~ and AQ-5 and the provisions of the Midtown Specific Plan, Impact 5.2-2 would remain **significant and unavoidable** due to the magnitude of land use development associated with the Proposed Project.

3. Revisions to the Draft EIR

Greenhouse Gas Emissions

- **Impact 5.5-1:** Buildout of the Proposed Project would result in a substantial increase in GHG emissions compared to existing conditions and would not meet the South Coast Air Quality Management District's Year 2035 Target efficiency metric of 2.4 metric tons of CO₂e per year per service population or the long-term GHG reduction goal under Executive Order S-3-05. Mitigation Measures ~~AQ-4 through AQ-6~~ and AQ-5, as well as provisions of the Midtown Specific Plan (e.g., requirements for electric vehicle charging and bicycle parking requirements for residential development), would encourage and accommodate use of alternative-fueled vehicles and nonmotorized transportation and ensure that GHG emissions from the buildout of the Proposed Project would be minimized. However, additional statewide measures would be necessary to reduce GHG emissions under the Proposed Project to meet the long-term GHG reduction goals under Executive Order S-3-05, which identified a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050, and Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent below 1990 levels by 2030. The new Executive Order B-30-15 requires the California Air Resources Board to prepare another update to the Scoping Plan to address the 2030 target for the state. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under Executive Order S-3-05 or the new Executive Order B-30-15. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology. Since no additional statewide measures are currently available, Impact 5.5-1 would remain **significant and unavoidable**.

4. Mitigation Monitoring and Reporting Program

4.1 PURPOSE

This Mitigation Monitoring and Reporting Program (MMRP) has been developed to provide a vehicle to monitor mitigation measures and conditions of approval outlined in the Final Environmental Impact Report. The MMRP has been prepared in conformance with Section 21081.6 of the Public Resources Code and City of Long Beach monitoring requirements. Section 21081.6 states:

(a) When making the findings required by paragraph (1) of subdivision subsection (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:

(1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

(2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

(b) A public agency shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other public project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.

(c) Prior to the close of the public review period for a draft environmental impact report or mitigated negative declaration, a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the lead agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or refer the lead agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a lead agency by a responsible agency or an agency having jurisdiction over

Mitigation Monitoring and Reporting Program

natural resources affected by the project shall be limited to measures which mitigate impacts to resources which are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a responsible agency or agency having jurisdiction over natural resources affected by a project with that requirement shall not limit the authority of the responsible agency or agency having jurisdiction over natural resources affected by a project, or the authority of the lead agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

The MMRP will serve to document compliance with adopted/certified mitigation measures that are formulated to minimize impacts associated with future development that would be accommodated by the Midtown Specific Plan.

4.2 PROJECT SUMMARY

The project consists of two areas along Long Beach Boulevard totaling 373 acres, generally situated north of Anaheim Street, east of Pacific Avenue, west of Atlantic Avenue, and south of Wardlow Road: 1) the Midtown Specific Plan area spanning approximately 369 acres from Anaheim Street on the south to Wardlow Road on the north and 2) an area outside of, but adjacent to the Midtown Specific Plan boundary, which consist of approximately 4 acres around Officer Black Park (west of Pasadena Avenue between 21st Street and 20th Street). Both of these areas make up the overall Project Site and constitute the Proposed Project for purposes of CEQA, but are described separately below. Also for purposes of CEQA, the Proposed Project analyzed in the DEIR consists of adoption of the Midtown Specific Plan and extraction of the two residential blocks around Officer Black Park from PD-29 and retention of the underlying conventional zoning designations already in place for these two residential blocks.

In addition to development that would occur within these areas of the Project Site, the Proposed Project includes closure of the following roadway segments to vehicular traffic in order to create parklets (small street parks): 25th Street west of Long Beach Boulevard; 25th Street east of Long Beach Boulevard; 23rd Street west of Long Beach Boulevard; 23rd Street east of Long Beach Boulevard; 21st Street west of Long Beach Boulevard; 21st Street east of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach Boulevard; 15th Street west of Long Beach Boulevard; 15th Street east of Long Beach Boulevard; and 14th Street east of Long Beach Boulevard.

Midtown Specific Plan Area

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

Mitigation Monitoring and Reporting Program

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

Area Outside the Midtown Specific Plan

As stated above, the Proposed Project includes an area outside of, but adjacent to the Midtown Specific Plan boundary: the area comprises approximately 4 acres around Officer Black Park, west of Pasadena Avenue between 21st Street and 20th Street. Existing land uses within this area consists of 76 dwelling units and 11,346 square feet associated with the existing church; this area also contains Office Black Park.

Under the Proposed Project, the two residential blocks around Officer Black Park would be extracted from PD 29 and retain its underlying conventional zoning designations, which include Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). The proposed extraction would not require an amendment to the City's zoning map, as the underlying conventional zoning designations are already in place. With the exception of the zoning designation revisions that would be undertaken, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain.

Overall Development for Proposed Project (Midtown Specific Plan and Area Outside the Midtown Specific Plan)

The overall Project Site contains just under 2,000 residential units and approximately 2.6 million square feet of commercial and employment uses, along with just over 950 licensed hospital beds and almost 200 hotel rooms. The Proposed Project would increase the number of permitted residential units to a little under 3,700 dwelling units—roughly 1,700 more than existing conditions. The Proposed Project also increases potential commercial and employment building square footage to approximately 3 million square feet (a net increase of approximately 369,000 square feet over existing conditions), concentrating and intensifying development at key transit, employment, and freeway nodes. The buildout projections also assume a small increase in the number of licensed hospital beds (27 beds) and the addition of a business hotel with up to 81 hotel rooms. The commercial and employment square footage would be substantially less under the Proposed Project compared to what would be allowed under the current PD-29 and conventional zoning, as would the number of dwelling units.

4.3 PROJECT LOCATION

The City of Long Beach is in southern Los Angeles County, approximately 20 miles south of downtown Los Angeles and borders Orange County on its eastern edge. The Project Site (generally situated east of Pacific Avenue, west of Atlantic Avenue, north of Anaheim Street, and south of Wardlow Road) is a corridor along Long Beach Boulevard just north of downtown Long Beach and consists of two areas: the Midtown Specific Plan area and an area outside of, but adjacent to the Midtown Specific Plan. The Midtown Specific Plan area spans approximately 369 acres from Anaheim Street to Wardlow Road along Long Beach Boulevard. The area

Mitigation Monitoring and Reporting Program

outside the Midtown Specific Plan covers approximately 4 acres around Officer Black Park (west of Pasadena Avenue between 21st Street and 20th Street). Both areas make up the Project Site and together, comprise 373 acres spanning from Anaheim Street to Wardlow Road.

The eastern and western boundaries of the Project Site range from 300 feet at midblock locations to a quarter mile at transit nodes and north of Willow Street. Interstate 405 (I-405) intersects the northern half of the Project Site, and California State Route 1 (SR-1; also known as Pacific Coast Highway) runs perpendicular through the lower half of the Project Site.

4.4 MITIGATION MONITORING PROGRAM ORGANIZATION

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the DEIR, specifications are made herein that identify the action required and the monitoring and reporting that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the MMRP. To effectively track and document the status of mitigation measures, a mitigation matrix has been prepared (see Table 1).

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
5.2 AIR QUALITY						
AQ-1 Applicants for new development projects within the Midtown Specific Plan area shall require the construction contractor to use equipment that meets the United States Environmental Protection Agency (EPA)-Certified emissions standards. All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by the California Air Resources Board's regulations. Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 4 or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Long Beach Building Official or their designee. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.	Prior to and during construction activities	Project Applicant, Engineer and Construction Contractor	Long Beach Development Services Department	Long Beach Development Services Department		
AQ-2 Applicants for new development projects within the Midtown Specific Plan area shall require the construction contractor to prepare a dust control plan and implement the following measures during ground-disturbing activities in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District (SCAQMD) Rule 403 to further reduce PM ₁₀ and PM _{2.5} emissions. The City of Long Beach Building Official or their designee shall verify compliance that these measures have been implemented during normal construction site inspections.	During ground-disturbing activities	Project Applicant and Construction Contractor	Long Beach Development Services Department	Long Beach Development Services Department		

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<ul style="list-style-type: none"> Following all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering. During all construction activities, the construction contractor shall sweep streets with SCAQMD Rule 1186-compliant, PM10-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and tarp materials with a fabric cover or other cover that achieves the same amount of protection. During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day. During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour. 						
<p>AQ-3 Applicants for new development projects within the Midtown Specific Plan area shall require the construction contractor to use coatings and solvents with a volatile organic compound (VOC) content lower than required under South Coast Air Quality Management District Rule 1113 (i.e., super compliant paints). The construction contractor shall also use pre-coated/natural-colored building materials, where feasible. Use of low-VOC paints and spray method shall be included as a note on architectural building plans and verified by the City of Long Beach Building Official or their designee during construction.</p>	During construction activities	Project Applicant and Construction Contractor	Long Beach Development Services Department	Long Beach Development Services Department		

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
AQ-4 Prior to issuance of a building permit for new development projects within the Midtown Specific Plan area, the property owner/developer shall show on the building plans that all major appliances (dishwashers, refrigerators, clothes washers, and dryers) to be provided/installed are Energy Star appliances. Installation of Energy Star appliances shall be verified by the City of Long Beach Building and Safety Bureau prior to issuance of a certificate of occupancy.	Prior to the issuance of building permits	Property Owner/ Developer	Long Beach Development Services Department	Long Beach Development Services Department		
AQ-5 Prior to issuance of building permits for non-residential development projects within the Midtown Specific Plan area, the property owner/developer shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Long Beach Building and Safety Bureau prior to issuance of a certificate of occupancy. <ul style="list-style-type: none"> For buildings with more than ten tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the CALGreen Code. Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code. Facilities shall be installed to support future electric vehicle charging at each non-residential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code. 	Prior to the issuance of building permits	Property Owner/ Developer	Long Beach Development Services Department	Long Beach Development Services Department		

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>AQ-6 Prior to issuance of building permits for development projects within the Midtown Specific Plan area that include sensitive uses (e.g., residential, day care centers), within the distances identified by the California Air Resources Board's (CARB) Air Quality and Land Use Handbook, the property owner/developer shall submit a health risk assessment (HRA) to the City of Long Beach Planning Bureau. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District (SCAQMD).</p> <p>If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05) or the appropriate noncancer hazard index exceeds 1.0, the following is required prior to issuance of building permits:</p> <ul style="list-style-type: none"> • The HRA shall identify the level of high-efficiency Minimum Efficiency Reporting Value (MERV) filter required to reduce indoor air concentrations of pollutants to achieve the cancer and/or noncancer threshold. • Installation of high efficiency MERV filters in the intake of residential ventilation systems consistent with the recommendations of the HRA, shall be shown on plans. Heating, air conditioning, and ventilation (HVAC) systems shall be installed with a fan unit designed to force air through the MERV filter. • To ensure long-term maintenance and replacement of the MERV filters in the individual units, the property owner/developer shall record a covenant on the property that requires ongoing implementation of the actions below. The form of the covenant shall be approved by the Long Beach City Attorney's Office prior to recordation. • The property owner/developer shall provide notification to all future tenants or owners of the potential health risk for affected 	Prior to the issuance of building permits	Property Owner/ Developer	Long Beach Development Services Department	Long Beach Development Services Department		

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>units and the increased risk of exposure to diesel particulates when windows are open.</p> <ul style="list-style-type: none"> For rental units, the property owner/developer shall maintain and replace MERV filters in accordance with the manufacturer's recommendations. For ownership units, the Homeowner's Association shall incorporate requirements for long-term maintenance in the Covenant Conditions and Restrictions and inform homeowners of their responsibility to maintain the MERV filter in accordance with the manufacturer's recommendations. 						
5.3 CULTURAL RESOURCES						
CUL-1	<p>Future development or redevelopment projects on any of the properties listed in Table 5.3-2 (List of Properties in the Midtown Specific Plan Area Recommended for Future Evaluation) of the Midtown Specific Plan EIR (SCH No. 2015031034) shall require that an intensive-level historical evaluation of the property be conducted by the property owner or project applicant/developer; the evaluation shall be conducted in accordance with all applicable federal, state and local guidelines for evaluating historical resources. If based on the evaluation of the property it is determined that the proposed development or redevelopment project will have a substantial adverse effect on a historical resource (i.e. it would reduce its integrity to the point that it would no longer be eligible for inclusion in the California Register of Historical Resources or in the list of Long Beach Landmarks), then the provisions of Mitigation Measure CUL-2 shall be implemented by the property owner or project applicant/developer to eliminate or reduce the project's impact on historical resources.</p>	<p>Prior to any development or redevelopment activities</p>	<p>Property Owner or Project Applicant/ Developer</p>	<p>Long Beach Development Services Department</p>	<p>Long Beach Development Services Department</p>	

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>CUL-2 If based on the intensive-level historical evaluation of a property listed in Table 5.3-2 (List of Properties in the Midtown Specific Plan Area Recommended for Future Evaluation) of the Midtown Specific Plan EIR, as required under Mitigation Measure CUL-1, it is determined that the proposed development or redevelopment project will have a substantial adverse effect on a historical resource, the City of Long Beach shall require the property owner or project applicant/developer to implement the following measures:</p> <p>A. Rehabilitation According to the Secretary of the Interior’s Standards</p> <p>1. If the proposed project includes renovation, alteration, or an addition to an historical resource (not including total demolition), then the property owner or project applicant/developer shall first seek to design all proposed renovation, alterations or additions to the historical resource in a manner that is consistent with the Secretary of the Interior’s Standards for Rehabilitation (Standards) found at: http://www.nps.gov/tps/standards/rehabilitation/rehab/stand.htm.</p> <p>a. Plans for rehabilitation shall be created under the supervision of a professional meeting the Department of Interior’s Professional Qualifications Standards in Architectural History or Historic Architecture and be designed by a licensed architect with demonstrated historic preservation experience.</p> <p>b. Plans shall be reviewed in the schematic design phase prior to any construction work, as well as in the 60 and 90 percent construction documents phases for compliance with the Standards by a historic preservation professional meeting the Secretary of the Interior’s Professional Qualifications Standards with demonstrated experience with the Standards compliance reviews.</p> <p>c. The qualified historic preservation professional reviewing the plans shall create a technical memo at each phase and</p>	<p>Prior to any disturbance of a historical resource, as determined by the intensive-level historical evaluation of a property</p>	<p>Property Owner or Project Applicant/ Developer</p>	<p>Long Beach Development Services Department</p>	<p>Long Beach Development Services Department</p>		

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>submit the memo to the City of Long Beach Development Services Department for concurrence.</p> <p>d. At the discretion of the City, a detailed character-defining features analysis and/or historical resource treatment plan may need to be prepared for select historical resources by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards if the nature of the project or the significance of the property warrants such detailed analysis.</p> <p>e. A qualified historic preservation professional shall monitor construction activities at key milestones to ensure the work to be conducted complies with the Standards. The milestones shall be agreed upon in advance by the City and property owner or project applicant/developer.</p> <p>f. City staff and the qualified historic preservation professional shall review the finished rehabilitation/renovation in person upon completion.</p> <p>g. In the event that any historical resource(s) are leased to third-party tenants and tenant improvements will be made, all of the terms of this stipulation shall be disclosed in the lease agreements, agreed upon in writing, and mutually enforced by the property owner or project applicant/developer and the City. The tenants shall not be permitted to conduct work that does not comply with the Standards.</p> <p>B. Retention/On-Site Relocation- For Proposed Demolition</p> <p>1. If the proposed project includes total demolition of a historical resource, the property owner or project applicant/developer shall first consider an alternative that retains the historical resource and incorporates it into the overall project development as an adaptive re-use of the building, as determined feasible.</p> <p>2. If the project site permits, the historical resource should be relocated to another location on the site and the resource should</p>						

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>be re-incorporated into the overall project, as determined feasible.</p> <p>3. If the City determines that retention/onsite relocation of the historical resource is not feasible through a credible feasibility study, then the City shall elect to allow the property owner or project applicant/developer to move forward with the development/redevelopment project; however, all other requirements outlined in this mitigation measure shall apply.</p> <p>C. Third Party Sale</p> <p>1. If the City determines that retention or onsite relocation of the historical resource is not feasible, then the property owner or project applicant/developer shall offer any historical resources scheduled for demolition to the public for sale and offsite relocation by a third party:</p> <p>a. The historic resource(s) shall be advertised by the property owner or project applicant/developer at a minimum in the following locations: project applicant's/developer's website (if applicable); City of Long Beach website; Los Angeles Times website and print editions; Long Beach Press Telegram.</p> <p>b. The bidding period shall remain open for 60 days after the date of advertisement to allow adequate response time from interested parties.</p> <p>c. Qualified parties shall meet the following minimum qualifications to be considered a realistic buyer: possess adequate financial resources to relocate and rehabilitate the historical resource(s); possess an available location for the historical resource(s); and provide for a new use for the historical resource(s).</p> <p>d. The City shall approve the qualified buyer. If no such buyer comes forward within the allotted time frame, the City shall elect to issue a demolition permit for the historical resource.</p>						

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>However, all other requirements outlined in this mitigation measure shall apply.</p> <p>D. Recordation</p> <p>1. The property owner or project applicant/developer shall create HABS-like Level II documentation prepared in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. Information on the Standards and Guidelines is available at the following links: http://www.nps.gov/history/local-law/arch_stnds_6.htm. http://www.nps.gov/history/hdp/standards/index.htm.</p> <p>a. Photographs with large-format (4 inches by 5 inches or larger), black and white negatives of the property as a whole shall be provided; photocopies with large format negatives of select existing drawings, site plans, or historic views where available. A minimum of 12 views showing context and relationship of historical resources to each other shall be provided; aerial views showing the whole property shall also be provided.</p> <p>b. Written historical descriptive data, index to photographs, and photo key plan shall be provided.</p> <p>c. The above items shall be created by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience in creating HABS Level II documentation.</p> <p>d. The above items shall be created prior to any demolition or relocation work.</p> <p>e. The above items shall be distributed to the following repositories for use by future researchers and educators. Before submitting any documents, each of the following repositories shall be contacted to ensure that they are willing and able to accept the items: City of Long Beach Public Library; Long Beach Historical Society; Los Angeles Public</p>						

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>Library; South Central Coastal Information Center at California State University, Fullerton; and City of Long Beach Development Services Department (building files).</p> <p>E. Salvage and Reuse</p> <p>1. If offsite relocation of the historical resource by a third party is not accomplished, the property owner or project applicant/developer shall create a salvage and reuse plan identifying elements and materials of the resource that can be saved prior to any demolition work.</p> <p>a. The salvage and reuse plan shall be included in bid documents prepared for the site and shall be created by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience in creating salvage and reuse plans.</p> <p>b. Elements and materials that may be salvageable include windows; doors; roof tiles; decorative elements; bricks, foundation materials, and/or paving materials; framing members; furniture; lighting; and flooring materials, such as tiles and hardwood.</p> <p>2. The property owner or project applicant/developer shall identify individuals, organizations, or businesses interested in receiving the salvaged items; these may include Habitat for Humanity Restore; other affordable housing organizations; or salvage yards. The following steps shall be taken by the property owner or project applicant/developer:</p> <p>a. Identification of the individuals, organizations, or businesses interested in receiving the salvaged items shall be completed in consultation with the City.</p> <p>b. Identification of the individuals, organizations, or businesses interested in receiving the salvaged items shall be accomplished by contacting potentially interested parties directly first.</p>						

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>c. Items to be salvaged shall be advertised in the following locations for a period of 60 days if none of the contacted parties are able to receive the items: Los Angeles Times and Long Beach Press Telegram.</p> <p>3. The property owner or project applicant/developer shall remove salvageable items in the gentlest, least destructive manner possible. Historic materials and features shall be protected by storing salvaged items in indoor, climate- and weather-controlled conditions until recipients can retrieve them. The removal of salvageable items shall be performed by a licensed contractor with demonstrated experience with implementing salvage and reuse plans.</p> <p>F. Other Optional Interpretive, Commemorative, or Educational Measures</p> <p>The City may also elect to require additional (optional) mitigation measures crafted in response to a specific historical resource's property type or significance, association with a specific historic person, or overall value to the community, as practical, so long as the measure is commensurate with the significance of the property and the level of impact to that resource. Such measures may include educational or interpretive programming; signage; incorporation of historical features into new developments or public art; contribution to a mitigation fund for future historic preservation efforts; written histories or contexts important to the public's understanding of the lost resource (presuming no other extant resource can interpret such significance); etc. The need for these additional measures shall be determined by the City on a case by case basis and incorporated into the conditions of approval for the project. Some measures may be made available to the public through museum displays, written reports at research repositories or made available through on- or offsite signage or existing online multi-media sites.</p>						

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
5.6 HAZARDS AND HAZARDOUS MATERIALS						
<p>HAZ-1 Prior to the issuance of demolition permits for any buildings or structures that would be demolished in conjunction with individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant shall conduct the following inspections and assessments for all buildings and structures onsite and shall provide the City of Long Beach Development Services Department with a copy of the report of each investigation or assessment.</p> <ul style="list-style-type: none"> The project applicant shall retain a California Certified Asbestos Consultant (CAC) to perform abatement project planning, monitoring (including air monitoring), oversight, and reporting of all asbestos-containing materials (ACM) encountered. The abatement, containment, and disposal of all ACM shall be conducted in accordance with the South Coast Air Quality Management District's Rule 1403 and California Code of Regulation Title 8, Section 1529 (Asbestos). The project applicant shall retain a licensed or certified lead inspector/assessor to conduct the abatement, containment, and disposal of all lead waste encountered. The contracted lead inspector/assessor shall be certified by the California Department of Public Health (CDPH). All lead abatement shall be performed by a CDPH-certified lead supervisor or a CDPH-certified worker under the direct supervision of a lead supervisor certified by CDPH. The abatement, containment, and disposal of all lead waste encountered shall be conducted in accordance with the US Occupational Safety and Health Administration Rule 29, CFR Part 1926, and California Code of Regulation, Title 8, Section 1532.1 (Lead). Evidence of the contracted professionals attained by the project applicant shall be provided to the City of Long Beach Development 	Prior to the issuance of demolition permits	Project Applicant/ Developer	Long Beach Development Services Department	Long Beach Development Services Department		

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
Services Department. Additionally, contractors performing ACM and lead waste removal shall provide evidence of abatement activities to the City of Long Beach Building and Safety Bureau.						
HAZ-2 Prior to the issuance of grading permits for individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant shall submit a Phase I Environmental Site Assessment (ESA) to identify environmental conditions of the development site and determine whether contamination is present. The Phase I ESA shall be prepared by a Registered Professional Engineer and in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527.05, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. If recognized environmental conditions related to soils are identified in the Phase I ESA, the project applicant shall perform soil sampling as a part of a Phase II ESA. If contamination is found at significant levels, the project applicant shall remediate all contaminated soils in accordance with state and local agency requirements (California Department of Toxic Substances Control, Regional Water Quality Control Board, Long Beach Fire Department, etc.). All contaminated soils and/or material encountered shall be disposed of at a regulated site and in accordance with applicable laws and regulations prior to the completion of grading. Prior to the issuance of building permits, a report documenting the completion, results, and any follow-up remediation on the recommendations, if any, shall be provided to the City of Long Beach Development Services Department evidencing that all site remediation activities have been completed.	Prior to the issuance of grading permits	Project Applicant/ Developer	Long Beach Development Services	Long Beach Development Services		

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
5.7 HYDROLOGY AND WATER QUALITY						
<p>HYD-1 Prior to the issuance of grading or building permits for any development or redevelopment projects pursuant to the Midtown Specific Plan, the City of Long Beach shall ensure that the following drainage improvements are fully funded for and implemented:</p> <ul style="list-style-type: none"> Any development or redevelopment project that would impact existing storm drain facilities within the Midtown Specific Plan area (public and private) that is less than 24-inches in size shall fully fund upsizing of such facilities to a minimum 24-inch pipe size or greater dependent upon the location and size of the development or redevelopment project. The increase in pipe size will serve to reduce localized flooding. Any development or redevelopment project that would impact the two segments of City of Long Beach's storm drains in Willow Street for which improvements were recommended by the 2005 Master Plan of Drainage Update shall fully fund upsizing of those storm drain segments to 36 inches or other final size as prescribed by City of Long Beach Public Works Department. 	Prior to the issuance of grading or building permits	Long Beach Development Services Department in coordination with Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		
<p>HYD-2 Prior to the issuance of grading or building permits for any development or redevelopment projects pursuant to the Midtown Specific Plan, project applicants/developers of such projects shall prepare a site-specific hydrology and hydraulic study of the onsite and immediate offsite storm drain systems to determine capacity and integrity of the existing systems. The hydrology and hydraulic study shall be submitted to City of Long Beach Public Works Department for review and approval.</p>	Prior to the issuance of grading or building permits	Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
HYD-3 The project applicant/developer of each development or redevelopment project that would be accommodated by the Midtown Specific Plan shall request the “allowable discharge rate” – which limits peak flow discharges as compared to existing conditions based on regional flood control constraints – from the Los Angeles County Department of Public Works, and shall comply with such discharge rate. Compliance with the “allowable discharge rate” shall be demonstrated in the hydrology and hydraulic study to be completed pursuant to Mitigation Measure HYD-2.	Prior to the issuance of grading or building permits	Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		
HYD-4 The project applicant/developer, architect, and construction contractor for each development or redevelopment project that would be accommodated by the Midtown Specific Plan shall incorporate low-impact development (LID) best management practices (BMPs) within the respective project, providing for water quality treatment and runoff reduction and/or detention in accordance with local stormwater permit requirements.	Prior to the issuance of grading or building permits	Project Applicant/ Developer, Architect, and Construction Contractor	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		
5.8 LAND USE AND PLANNING						
LU-1 If the current General Plan Land Use Element update being undertaken by the City of Long Beach, which includes revisions to the land use designations of the current Land Use Map (including the area covered by the Midtown Specific Plan), is not adopted within 12 months after adoption of the Midtown Specific Plan, the City shall initiate a General Plan Amendment to achieve consistency between the General Plan Land Use Element and the Midtown Specific Plan. Specifically, the General Plan Amendment shall require an update to the current Land Use Map in order to change the current General Plan land use designations of the Midtown Specific Plan area to allow for uses and densities set forth in the Midtown Specific Plan. A future General Plan Amendment may also require revisions to tables and exhibits in the Mobility Element pertaining to roadway classifications and closures associated with the Midtown Specific Plan. The specific roadway closures under the Midtown Specific Plan	Within 12 months after adoption of the Midtown Specific Plan	Long Beach Development Services Department	Long Beach Development Services Department	Long Beach Development Services Department		

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
include 25th Street, 23rd Street, 21st Street, and 15th Street east and west of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach Boulevard; and 14th Street east of Long Beach Boulevard. Roadway amendments will be processed as the time of individual roadway character change projects.						
5.9 NOISE						
N-1 Prior to issuance of demolition, grading and/or building permits for development projects accommodated by the Midtown Specific Plan, a note shall be provided on development plans indicating that ongoing during grading, demolition, and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise: <ul style="list-style-type: none"> • Construction activity is limited to the daytime hours between 7 AM to 7 PM on Monday through Friday and 9 AM to 6PM on Saturday, as prescribed in the City's Municipal Code. Construction is prohibited on Sundays. • All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers. • Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses. • Stockpiling is located as far as feasible from nearby noise-sensitive receptors. • Construction traffic shall be limited to the haul routes established by the City of Long Beach. 	Prior to the issuance of demolition, grading and/or building permits	Project Applicant/ Developer and Architect	Long Beach Development Services Department	Long Beach Development Services Department		
N-2 Prior to issuance of a building permit for any development project requiring pile driving or blasting during construction, the project applicant/developer shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. The maximum levels shall not exceed 0.2 inches/second, which is the level that can cause architectural damage	Prior to the issuance of building permits	Project Applicant/ Developer	Long Beach Development Services Department	Long Beach Development Services Department		

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
for typical residential construction. If maximum levels would exceed these thresholds, alternative uses such static rollers, non-explosive blasting, and drilling piles as opposed to pile driving shall be used.						
N-3 Prior to the issuance of building permits for development projects accommodated by the Midtown Specific Plan, if proposed vibration-sensitive land uses are located within 200 feet of any railroad line, the property owner/developer shall retain an acoustical engineer to conduct an acoustic analysis that includes a vibration analysis for potential impacts from vibration generated by operation of the rail line. Mixed-use buildings shall be designed to eliminate vibration amplifications due to resonances of floors, walls, and ceilings. The detailed acoustical analysis shall be submitted to the City of Long Beach Development Services Department prior to issuance of building permits and shall demonstrate that the vibration levels would be below 65, 72, or 75 VdB, which are the Federal Transit Administration's rail-focused groundborne vibration criteria for Category 1, 2, and 3 land uses, respectively. Category 1 uses are buildings where vibration would interfere with interior operations; Category 2 uses are residences and buildings where people normally sleep; and Category 3 uses are institutional land uses with primarily daytime use.	Prior to the issuance of building permits	Property Owner/ Developer and Acoustical Engineer	Long Beach Development Services Department	Long Beach Development Services Department		
N-4 Prior to issuance of a building permit for projects involving the development of new industrial uses within 200 feet of any existing residential use or Development District 3 of the Midtown Specific Plan, the property owner/developer shall retain an acoustical engineer to conduct an acoustic analysis that includes a vibration analysis for potential impacts from vibration generated by industrial activities. The detailed acoustical analysis shall be submitted to the City of Long Beach Development Services Department and shall demonstrate that the vibration levels to any nearby residential use would be below 78 VdB during the daytime (7 AM to 10 PM) and 72 VdB during the nighttime (10 PM to 7 AM), which are the Federal Transit Administration's daytime and nighttime criteria to regulate general vibration impacts at affected residential uses.	Prior to the issuance of building permits	Property Owner/ Developer and Acoustical Engineer	Long Beach Development Services Department	Long Beach Development Services Department		

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
N-5 Prior to issuance of a building permit for residential development projects accommodated by the Midtown Specific Plan, the project applicant/developer shall submit a final acoustical report prepared to the satisfaction of the City of Long Beach Development Services Department. The report shall demonstrate that the residential development will be sound-attenuated against present and projected noise levels, including roadway, railway, aircraft, helicopter, and stationary sources (e.g., industrial, commercial, etc.) to meet City interior standards. Specifically, the report shall demonstrate that the proposed residential design will result in compliance with the 45 dBA CNEL interior noise levels, as required by the California Building Code and California Noise Insulation Standards (Title 24 and 25 of the California Code of Regulations). The project applicant/developer shall submit the final acoustical report to the City of Long Beach Development Services Department for review and approval. Upon approval by the City, the project's acoustical design features shall be incorporated into construction of the proposed development project.	Prior to the issuance of building permits	Project Applicant/ Developer	Long Beach Development Services Department	Long Beach Development Services Department		
5.13 TRANSPORTATION AND TRAFFIC						
TRAF-1 As part of the subsequent environmental review for development projects that would be accommodated by the Midtown Specific Plan, a site-specific traffic study shall be prepared by the project applicant/developer to evaluate the project's potential traffic and transportation impacts and to identify specific improvements, as deemed necessary, to provide safe and efficient onsite circulation and access to the Midtown Specific Plan area.	As part of the subsequent environmental review for development projects	Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		
TRAF -2 Prior to the issuance of occupancy permits for development projects that would be accommodated by the Midtown Specific Plan, project applicants/developers shall make fair-share payments to the City of Long Beach toward construction of the traffic improvements listed below. The following traffic improvements and facilities are necessary to mitigate impacts of the Midtown Specific Plan and shall be included in the fee mechanism(s) to be determined by the City of Long Beach:	Prior to the issuance of occupancy permits	Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>Existing (2014) With Project Improvements</p> <ul style="list-style-type: none"> • Atlantic Avenue and Spring Street: Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. The intersection is currently built out to capacity and would require right-of-way acquisition by the City of Long Beach. <p>Cumulative Year (2035) With Project Improvements</p> <ul style="list-style-type: none"> • Long Beach Boulevard and Spring Street: Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 74-foot cross section of Long Beach Boulevard, this improvement could be completed with restriping of the approach. • Pacific Avenue and Willow Street: Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 74-foot cross section of Pacific Avenue, this improvement could be completed with restriping of the approach. • Atlantic Avenue and Willow Street: Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Given the 50-foot cross section of Atlantic Avenue, this improvement could be completed with restriping of the approach. • Atlantic Avenue and Spring Street: Improve the northbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. Implementation of this improvement also requires improving the southbound approach by modifying the shared through-right lane to an exclusive through lane and an addition of an exclusive right-turn lane. • Atlantic Avenue and 27th Street: Construct a traffic signal at the intersection. 						

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
5.14 UTILITIES AND SERVICE SYSTEMS						
<p>USS-1 Prior to the issuance of grading permits for individual development projects that would occur within the Midtown Specific Plan area and in lieu of implementing the sewer line replacement and upsizing improvements outlined in the Infrastructure Technical Report for Hydrology, Sewer, Water, and Water Quality prepared by Fuscoe Engineering (dated July 1, 2015), the project applicant/developer shall submit a site-specific sewer flow monitoring study to provide a more detailed analysis of the true sewer flow depths over time to determine if the potential for surcharge conditions would occur due to project development. The sewer flow monitoring study may indicate that there is sufficient capacity for the sewer lines identified in the Infrastructure Technical Report, as well indicate that they are above the design criteria (>0.75 d/D); and thereby, conclude that the replacement and upsizing improvements are not necessary. The sewer flow monitoring study shall be submitted to the City of Long Beach Development Services Department for review and approval.</p>	Prior to the issuance of grading permits	Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		
<p>USS-2 Prior to the issuance of grading permits for individual development projects that would be accommodated by the Midtown Specific Plan, the project applicant/developer shall provide evidence to the City of Long Beach Development Services Department that that the development project has been reviewed by the County Sanitation Districts of Los Angeles County (Sanitation Districts) and that a "Will Serve" letter has been issued by the Sanitation Districts. The "Will Serve" letter process is necessary in order to determine whether or not sufficient trunk sewer capacity exists to serve each development project and if the Sanitation Districts facilities will be affected by the development project.</p>	Prior to the issuance of grading permits	Project Applicant/ Developer	Long Beach Development Services and Public Works Departments	Long Beach Development Services Department		