

8 Response to Comments

8.1 Introduction

The Draft EIR was distributed for public review from January 6, 2020, through February 20, 2020, pursuant to CEQA Guidelines Section 15105. Comments received throughout the 45-day public comment period included six letters. According to CEQA Guidelines Section 15088(a), “the lead agency shall evaluate comments on environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response.” In accordance with CEQA Guidelines Section 15132(d), the Final EIR shall consist of responses to significant environmental points raised in the review and consultation process. Section 8.3 provides responses to all written comments received during the public comment period.

8.2 Comments on the Draft EIR

During the 45-day comment period, which began January 6, 2020 and closed February 20, 2020, six letters were received. The comment letters are listed in Table 8-1.

Table 8-1. List of Agencies and Organizations that Commented on the Draft EIR

Letter	Commenter	Date
Agency		
A1	California Air Resources Board	February 19, 2020
A2	City of Signal Hill	February 19, 2020
A3	California Department of Transportation (Caltrans)	February 20, 2020
A4	South Coast Air Quality Management District	February 20, 2020
Organization		
O1	Gabrieleno Band of Mission Indians – Kizh Nation	January 10, 2020
O2	Supporters Alliance for Environmental Responsibility	January 29, 2020

8.3 Responses to Comments on the Draft EIR

Responses to agencies and organizations that commented on the Draft EIR are included below. A copy of each letter with bracketed comment numbers on the right margin is followed by the response for each comment as indexed in the letter. Any changes to the Draft EIR are documented by showing deletions with ~~strikethrough~~ and additions with underline.

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Gavin Newsom, Governor
Jared Blumenfeld, CalEPA Secretary
Mary D. Nichols, Chair

February 19, 2020

Scott Kinsey, Planner
City of Long Beach
411 West Ocean Boulevard
Long Beach, California 90802

Dear Scott Kinsey:

Thank you for providing the California Air Resources Board (CARB) with the opportunity to comment on the Spring Street Business Park Project (Project) Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2019100514. The project includes the development of three new industrial buildings totaling 160,673 square feet. The proposed industrial buildings will not include space used for cold storage. Once in operation, the Project would introduce up to 631 daily vehicle trips, including up to 126 daily heavy-duty truck trips, along local roadways. The Project is located within the City of Long Beach (City), California, which is the lead agency for California Environmental Quality Act (CEQA) purposes.

A1-a

CARB submitted comments on the Notice of Preparation (NOP) for the DEIR released in October 2019, which is included as Attachment A of this letter. Those comments highlighted the need for a health risk assessment (HRA) to be prepared for the Project and encouraged the applicant and City to implement all existing and emerging zero-emission technologies to minimize diesel particulate matter (diesel PM) and nitrogen oxides (NO_x) emissions exposure to all neighboring communities, as well as minimize the greenhouse gases that contribute to climate change. Furthermore, CARB's comments emphasized the potential cumulative health impacts should the City allow the construction of the proposed industrial buildings near communities that score within the top 15 percent of California census tracts on the California Communities Environmental Health Screening Tool Version 3.0 (CalEnviroScreen).¹ Based on CARB's review of the DEIR, the applicant and City did not adequately address CARB's original comments on the Project; therefore, CARB continues to be concerned about the air pollution impacts that would result should the City approve the Project.

A1-b

¹ "CalEnviroScreen 3.0." California Office of Environmental Health Hazard Assessment, June 2018, <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>.

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Agency: California Air Resources Board

Letter Code: A1

Commenter: Richard Boyd

Date: February 19, 2020

A1-a This comment summarizes the project description. This comment does not raise a substantive issue on the content of the Draft EIR. The comment will be made available for the decision makers. No further response is required.

A1-b Please see response to comment A1-c regarding CARB's request for preparation of a health risk assessment. The commenter's encouragement of zero-emission technologies and concern for construction near communities that score within the top 15 percent of California census tracts is noted and will be made available to decision makers. No further response is required.

Scott Kinsey
February 19, 2020
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I. The DEIR Does Not Adequately Analyze the Project's Potential Health Risk Impacts

The DEIR concluded that the Project would not expose nearby sensitive receptors to pollutant concentrations that would result in a significant impact. The applicant and City reached this conclusion by comparing the Project's operational air pollutant emissions to South Coast Air Quality Management District's (SCAQMD) significance thresholds. Since the DEIR shows the Project's operational air pollutant emissions would not exceed SCAQMD's significance thresholds, it was concluded that the Project would result in a less than significant impact on public health. This impact conclusion was reached without conducting an HRA or any other quantitative analysis. Furthermore, the DEIR did not sufficiently explain why an HRA was not prepared for the Project. As required under CEQA, the applicant and City must include a quantitative analysis in determining the severity of the Project's impact on public health.²

A1-c

Since the Project is located near residences already disproportionately burdened by multiple sources of air pollution, CARB continues to strongly urge the applicant and City to prepare an HRA for the Project. The HRA prepared in support of the Project should be based on the latest Office of Environmental Health Hazard Assessment (OEHHA) guidance (2015 Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments).³

II. The DEIR Did Not Model Mobile Air Pollutant Emissions Using CARB's 2017 Emission Factor Model (EMFAC2017)

The Project's air pollutant emissions were modeled using mobile emission factors obtained from CARB's 2014 Emission Factors model (EMFAC2014). Project-related air pollutant emissions from mobile sources should be modeled using CARB's latest EMFAC2017.⁴ One of the many updates made to EMFAC included an update to the model's heavy-duty emission rates and idling emission factors, which results in higher particulate matter (PM) emissions as compared to EMFAC2014. Since EMFAC2017 generally shows higher emissions of particulate matter from trucks than EMFAC2014, the Project's mobile source NO_x and diesel PM emissions are likely underestimated. CARB urges the applicant and City to model and report the Project's air pollution

A1-d

² In fact, the California Supreme Court recently addressed this issue in its landmark ruling in *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 (Friant Ranch). In *Friant Ranch*, the Court held that an Environmental Impact Report (EIR) is inadequate if it does not make "a reasonable effort to discuss relevant specifics regarding the connection between two segments of information already contained in the EIR, the general health effects associated with a particular pollutant and the estimated amount of that pollutant the project will likely produce." (Id., at p. 521.) The current version of the DEIR fails to do this, and as a result, is currently inadequate as a matter of law.

³ Office of Environmental Health Hazard Assessment (OEHHA). Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. February, 2015. Accessed at: <https://oehha.ca.gov/media/downloads/cmr/2015guidancemanual.pdf>.

⁴ The United States Environmental Protection Agency (U.S. EPA) approved the use of EMFAC2017 for SIP and conformity purposes effective August 15, 2019.

A1-c The comment states that the Draft EIR should have conducted a Health Risk Assessment or other quantitative analysis to evaluate health risks to sensitive receptors. The Draft EIR fully evaluated potential impacts to sensitive receptors. The proposed project's criteria pollutant emissions, including particulate matter and oxides of nitrogen, were evaluated in Section 3.1 of the Draft EIR. The proposed project's greenhouse gas emissions were evaluated in Section 3.3 of the Draft EIR. All of the proposed project's anticipated emissions were determined to be below local significance thresholds and were therefore determined to be less than significant. The Draft EIR concluded that, due to the large distance between the project site and the closest sensitive receptors, which are a church (150 feet) and residences (1,200 feet), sensitive receptors would not be exposed to significant pollutant concentrations as a result of the project.

Nonetheless, pursuant to the commenter's recommendation, the City has conducted a screening level health risk assessment using AERSCREEN (v16216) with AERMOD (v19191) to demonstrate that air emissions associated with the construction and operation of the project would not significantly impact the surrounding sensitive receptors.

Methodology:

AERSCREEN (v16216) and AERMOD (v19191) are currently recommended for use in health risk modeling by the California Office of Environmental Health Hazard Assessment (OEHHA). The model outputs are included as Appendix G of this EIR.

The following methods were used to calculate the diesel particulate matter concentration, and the associated health risk, from the project site:

1. The average daily particulate matter emissions from construction were calculated by dividing the total



	<p>emissions (315.6 pounds) by the number of work days (280) to get 1.13 pounds per day.</p> <ol style="list-style-type: none">2. The average operational trip length for the project is 12.2 miles. Due to the size of the site (7.8 acres), less than ½ mile of each trip would be generated on-site for truck movement and idling. The operational PM_{2.5} emissions can be calculated by multiplying the annual emissions (0.0093 tons) by 2000 pounds/ton to get 18.6 pounds per year. The on-site emissions can be calculated by multiplying the total emissions by the percentage of time that the vehicles would be traveling on site (0.5/12.2). The total on-site PM_{2.5} emissions generated during operation is 0.76 pounds per year. The operational emissions were obtained from the CalEEMod model runs that were modified to account for the high truck volumes on-site. The operational fleet mix of trucks was adjusted to 20% (default is 7.6%).3. Section 4.3.1.1 of the Office of Environmental Health Hazard Assessment's (OEHHA) Risk Assessment Guidelines includes the following text on the use of point sources:<p style="margin-left: 40px;">Point sources are probably the most common type of source and most air dispersion models have the capability to simulate them. Typical examples of point sources include exhaust stacks. Isolated vents from buildings are special examples of point sources</p><p style="margin-left: 40px;">The only sources of on-site diesel particulate matter will be the construction equipment required to build the proposed project and the trucks that will use the facilities during operation. Therefore, the emission concentrations were calculated using a point source.</p>4. Consistent with Table 8.5 in OEHHA's Risk Assessment Guidelines, the health risks at residences are calculated over a 30 year period starting with the third trimester of pregnancy and the health risks at
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commercial developments are calculated over a 25 year period starting at age 18.

Construction:

The average daily construction emission rate was calculated using the following formula:

$$\begin{aligned}
 & \text{Emission Rate } \left(\frac{\text{grams}}{\text{second}} \right) \\
 & = \frac{315.6 \text{ pounds}}{280 \text{ days}} \times \frac{453.6 \text{ grams}}{\text{pound}} \times \frac{1 \text{ day}}{24 \text{ hours}} \times \frac{1 \text{ hour}}{3,600 \text{ seconds}} \\
 & = 0.00592 \text{ g/s}
 \end{aligned}$$

Construction equipment would be expected to operate at various locations within the project site; however, to provide the highest source emission rate, all diesel exhaust was modeled as if it came from a single point source on the site.

At 50 meters, the distance to the closest sensitive receptor, a nearby church, the annual diesel particulate matter concentration would be 0.1158 µg/m³. Using the daily breathing rate, exposure frequency, exposure duration, averaging time, and age sensitivity factors listed in the OEHHA guidelines, the cancer risk for an individual exposed to that concentration for one year would be 0.21 in one million. This risk is below SCAQMD's 10 in one million threshold. Furthermore, the use characteristics of many churches are not daily, but rather have gatherings of parishioners one, two or more days per week.

At 375 meters, the distance from the center of the project site to the off-site residences, the annual diesel particulate matter concentration would be 0.03040 µg/m³. Using the daily breathing rate, exposure frequency, exposure duration, averaging time, and age sensitivity factors listed in the OEHHA guidelines, the cancer risk for an individual exposed to that concentration for one year (3rd trimester through age 0.75) would be 3.6 in one million. This risk is below SCAQMD's 10 in one million threshold.



Operations:

The average daily operation emission rate was calculated using the following formula:

$$\begin{aligned}
 & \text{Emission Rate } \left(\frac{\text{grams}}{\text{second}} \right) \\
 &= \frac{0.76 \text{ pounds}}{365 \text{ days}} \times \frac{453.6 \text{ grams}}{\text{pound}} \times \frac{1 \text{ day}}{24 \text{ hours}} \times \frac{1 \text{ hour}}{3,600 \text{ seconds}} \\
 &= 0.00001093 \text{ g/s}
 \end{aligned}$$

At 50 meters, the distance to the closest sensitive receptor, a nearby church, the annual diesel particulate matter concentration would be 0.00214 µg/m³. Using the daily breathing rate, exposure frequency, exposure duration, averaging time, and age sensitivity factors listed in the OEHHA guidelines, the cancer risk for an individual exposed to that concentration for 25 years would be 0.003 in one million. This risk is below SCAQMD's 10 in one million threshold.

At 375 meters, the distance from the center of the project site to the off-site residences, the annual diesel particulate matter concentration would be 0.0000561 µg/m³. Using the daily breathing rate, exposure frequency, exposure duration, averaging time, and age sensitivity factors listed in the OEHHA guidelines, the cancer risk for an individual exposed to that concentration for 30 years (3rd trimester through age 30) would be 0.04 in one million. This risk is below SCAQMD's 10 in one million threshold.

Combined Risk

The combined cancer risk from construction and operation would be 3.64 in one million at the closest residences and 0.213 in one million at the church. These risks are below SCAQMD's 10 in one million threshold. Therefore, a refined health risk assessment is not required for the proposed project

A1-d The proposed project's emissions were calculated using the current version of CalEEMod (Version 2016.3.2),

	<p>which uses EMFAC2014 emission rates. CalEEMod is the industry standard model for calculating the emissions from development projects. The SCAQMD specifically recommends the use of CalEEMod to estimate emissions from development projects. Therefore, use of EMFAC2017 emission rates is not warranted.</p>
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emissions from mobile sources using emission factors found in CARB's latest EMFAC2017.

III. The DEIR Did Not Account for Air Pollutant Emissions from Heavy-Duty Trucks During On-site Grading

The DEIR did not account for mobile air pollutant emissions during the Project grading construction phase. The Project's construction air pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod). Based on CARB's review of the CalEEMod outputs found in Appendix B (Air Quality/Greenhouse Gas Technical Memorandum) of the DEIR, the applicant and City assumed that no heavy-duty truck trips would be required to import or export soil during on-site grading. Furthermore, the DEIR does not explicitly state the quantity of soil needed to grade the Project site that supports this assumption. If the Project site cannot be graded using existing on-site soil, the soil will need to be imported into the Project site. If that is the case, a large number of heavy-duty truck trips may be required to transport soil. CARB urges the applicant and City to remodel the Project's construction air pollutant emissions using accurate heavy-duty truck trip estimates.

Residences and other sensitive receptors (e.g., daycare facilities, senior care facilities, and schools) located near construction haul routes could be exposed to diesel exhaust emissions that were not evaluated in the DEIR. The DEIR should clearly state the total number of heavy-duty truck trips expected during Project construction so the public can fully understand the potential environmental effects of the Project on their communities.

IV. Conclusion

CARB is concerned about the Project's potential public health impacts and the lack of analysis presented in the DEIR. The DEIR potentially underestimates air pollutant emissions by not accounting for heavy-duty truck trips during on-site grading, using an outdated version of EMFAC, and not evaluating the Project's cancer risks in an HRA. CARB recommends that the applicant and City analyze the Project's air quality and health impacts using the appropriate and current models, account for all construction emission sources, and include the air pollution emission reduction measures listed in CARB's original comment letter on the Project (see Attachment A) in the FEIR.

A1-d
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A1-e

A1-f

A1-e The CalEEMod model runs were updated to include the truck trips associated with 7,500 cubic yards of soil import during the grading phase, which is the anticipated amount of required import for the project. The results of the model runs are included in Appendix G of the Final EIR. Table 3.1-6 in Section 3.1, Air Quality, and Table 3.3-3 and Table 3.3-4 in Section 3.3, Greenhouse Gas Emissions, of the Final EIR have been updated to reflect the updated emission calculations. The changes had no effect on the significance determinations, and the truck trips for soil import were included in the health risk assessment modeling discussed in response to comment A1-c.

A1-f Please see response to comment A1-c for a detailed health risk assessment of the proposed project's construction and operational emissions, response to comment A1-d for a description of the models used, and response to comment A1-e for the haul truck trip emissions that were added to the grading phase. The proposed project's air quality and GHG impacts are less than significant. Therefore, no additional mitigation measures are warranted. However, the project applicant has committed to implementing these measures. These measures have been added to Section 3.1, Air Quality, as additional measures.

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CARB appreciates the opportunity to comment on the DEIR for the Project and can provide assistance on zero-emission technologies and emission reduction strategies, as needed. If you have questions, please contact Stanley Armstrong, Air Pollution Specialist, at (916) 440-8242 or via email at stanley.armstrong@arb.ca.gov.

} A1-g

Sincerely,



Richard Boyd, Chief
Risk Reduction Branch
Transportation and Toxics Division

Attachment

cc: See next page.

A1-g This comment summarizes the contents of the letter. This comment does not raise a substantive issue on the content of the Draft EIR. The comment will be made available for the decision makers. No further response is required.



Scott Kinsey
February 19, 2020
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cc: State Clearinghouse
P.O. Box 3044
Sacramento, California 95812

Carlo De La Cruz
Senior Campaign Representative
Sierra Club
714 West Olympic Boulevard, Suite 1000
Los Angeles, California 90015

Lijin Sun
Program Supervisor
CEQA Intergovernmental Review
South Coast Air Quality Management District
lsun@aqmd.gov

Morgan Capilla
NEPA Reviewer
U.S. Environmental Protection Agency
Air Division, Region 9
75 Hawthorne Street
San Francisco, California 94105

Taylor Thomas
Research and Policy Analyst
East Yard Communities for Environmental Justice
2317 South Atlantic Boulevard
Commerce, California 90040

Andrea Vidaurre
Policy Analyst
Center for Community Action and Environmental Justice
P.O. Box 33124
Riverside, California 92519

Stanley Armstrong
Air Pollution Specialist
Risk Analysis Section
Transportation and Toxics Division

ATTACHMENT A



Gavin Newsom, Governor
Jared Blumenfeld, CalEPA Secretary
Mary D. Nichols, Chair

November 25, 2019

Scott Kinsey, Planner
Department of Development Services
City of Long Beach
411 West Ocean Boulevard
Long Beach, California 90802

Dear Scott Kinsey:

Thank you for providing California Air Resources Board (CARB) staff with the opportunity to comment on the Notice of Preparation (NOP) for the Spring Street Business Park Project (Project) Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2019100514. The Project consists of the construction and operation of 3 manufacturing/warehousing buildings totaling 160,673 square feet. The Project is proposed within the City of Long Beach (City), California, which is the lead agency for California Environmental Quality Act (CEQA) purposes.

CARB staff is concerned about the air pollution and health risk impacts that would result should the City approve the Project to build the proposed manufacturing/warehousing buildings. Freight facilities, such as warehouse and distribution facilities, can result in high daily volumes of heavy-duty diesel truck traffic and operation of on-site equipment (e.g., forklifts and yard tractors) that emit toxic diesel emissions, and contribute to regional air pollution and global climate change.

Existing residences are located north, south, and northwest of the Project site, with the closest residences situated approximately 1,200 feet from the Project's northern boundary. In addition to residences, five schools (Burroughs Elementary School, Jackie Robinson Academy, Holy Innocents School, Bobbie Smith Elementary School, and Signal Hill Elementary School) are located within 1 mile of the Project. The communities near the Project are surrounded by existing toxic diesel emission sources, which include existing warehouses and other industrial uses, and vehicular traffic along Interstate 405 (I-405) and Interstate 710 (I-710). Due to the Project's proximity to residences and schools already disproportionately burdened by multiple sources of pollution, CARB staff is concerned with the potential cumulative health impacts associated with the construction and operation of the Project.

The State of California has placed additional emphasis on protecting local communities from the harmful effects of air pollution through the passage of Assembly Bill 617 (AB 617) (Garcia, Chapter 136, Statutes of 2017). AB 617 is a significant piece of air quality legislation that highlights the need for further emission reductions in communities with high exposure burdens, like those in which the Project is located. Diesel emissions

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A1-h See responses to comments A1-c through A1-f above.

A1-h

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generated during the construction and operation of the Project would negatively impact the community, which is already disproportionately impacted by air pollution from existing freight facilities.

Through its authority under Health and Safety Code, section 39711, the California Environmental Protection Agency (CalEPA) is charged with the duty to identify disadvantaged communities. CalEPA bases its identification of these communities on geographic, socioeconomic, public health, and environmental hazard criteria (Health and Safety Code, section 39711, subsection (a)). In this capacity, CalEPA currently defines a disadvantaged community, from an environmental hazard and socioeconomic standpoint, as a community that scores within the top 25 percent of the census tracts, as analyzed by the California Communities Environmental Health Screening Tool Version 3.0 (CalEnviroScreen). CalEnviroScreen uses a screening methodology to help identify California communities currently disproportionately burdened by multiple sources of pollution. Communities that score within the top 25 percent of the census tracts are exposed to higher concentrations of air pollutants and have a higher Pollution Burden.¹ According to CalEnviroScreen, communities near the Project score within the top 15 percent of the census tracts. Therefore, CARB urges the City to ensure that the Project does not adversely impact neighboring disadvantaged communities.

The NOP does not state whether the industrial uses proposed under the Project would include cold storage warehouses. The operation of cold storage warehouses would include trucks with transport refrigeration units (TRU) that emit significantly higher levels of toxic diesel emissions, oxides of nitrogen (NO_x), and greenhouse gases than trucks without TRUs. Since it is unclear whether the Project would include cold storage warehouse space, any modeling done in support of the air quality analysis of the DEIR and associated health risk assessment (HRA) should assume that a conservative percentage of the truck and trailer fleet that would be serving the Project site are equipped with TRUs.

In addition to the health risk associated with operations, construction health risks should be included in the air quality section of the DEIR and the Project's HRA. Construction of the Project would result in short-term diesel emissions from the use of both on-road and off-road diesel equipment. The Office of Environmental Health Hazard Assessment's (OEHHA) guidance recommends assessing cancer risks for construction projects lasting longer than two months. Since construction would very likely occur over a period lasting longer than two months, the HRA prepared for the Project should include health risks for existing residences near the Project site during construction.

The HRA prepared in support of the Project should be based on the latest OEHHA guidance (2015 Air Toxics Hot Spots Program Guidance Manual for Preparation of

¹ Pollution Burden represents the potential exposures to pollutants and the adverse environmental conditions caused by pollution.

A1-h
Contd



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Health Risk Assessments),² and the South Coast Air Quality Management District's CEQA Air Quality Handbook.³ The HRA should evaluate and present the existing baseline (current conditions), future baseline (full build-out year, without the Project), and future year with the Project. The health risks modeled under both the existing and the future baselines should reflect all applicable federal, state, and local rules and regulations. By evaluating health risks using both baselines, the public and City planners will have a complete understanding of the potential health impacts that would result from the Project.

To reduce the exposure of toxic diesel emissions in disadvantaged communities already disproportionately impacted by air pollution, the final design of the Project should include all existing and emerging zero-emission technologies to minimize diesel and NO_x emission exposure to all neighboring communities, as well as the greenhouse gases that contribute to climate change. CARB encourages the City and applicant to implement the measures listed in Attachment A of this comment letter to reduce the Project's construction and operational air pollution emissions.

CARB staff appreciates the opportunity to comment on the NOP for the Project and can provide assistance on zero-emission technologies and emission reduction strategies, as needed. Please include CARB on your State Clearinghouse list of selected State agencies that will receive the DEIR as part of the comment period. If you have questions, please contact Stanley Armstrong, Air Pollution Specialist, at (916) 440-8242 or via email at stanley.armstrong@arb.ca.gov.

Sincerely,


Richard Boyd, Chief
Risk Reduction Branch
Transportation and Toxics Division

Attachment

cc: See next page.

A1-h
Contd.

² Office of Environmental Health Hazard Assessment (OEHHA), Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments, February 2015. Accessed at: <https://oehha.ca.gov/media/downloads/cmr/2015guidancemanual.pdf>.
³ SCAQMD's 1993 Handbook can be found at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>.

Scott Kinsey
November 25, 2019
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cc: State Clearinghouse
P.O. Box 3044
Sacramento, California 95812

Cynthia Babich, Director
Del Amo Action Committee
P.O. Box 549
Rosamond, California 93560

Morgan Capilla
NEPA Reviewer
U.S. Environmental Protection Agency
Air Division, Region 9
75 Hawthorne Street
San Francisco, California 94105

Carlo De La Cruz
Sierra Club
714 West Olympic Boulevard, Suite 1000
Los Angeles, California 90015

Jo Kay Gosh
Health Effects Officer
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, California 91765

Lijin Sun
Program Supervisor - CEQA
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, California 91765

Andrea Vidaurre
Center for Community Action and Environmental Justice
P.O. Box 33124
Riverside, California 92519

Stanley Armstrong
Air Pollution Specialist
Exposure Reduction Section
Transportation and Toxics Division

A1-h
Contd



ATTACHMENT A

**Recommended Air Pollution Emission Reduction Measures
for Warehouses and Distribution Centers**

California Air Resources Board (CARB) staff recommends developers and government planners use all existing and emerging zero to near-zero emission technologies during project construction and operation to minimize public exposure to air pollution. Below are some measures, currently recommend by CARB staff, specific to warehouse and distribution center projects. These recommendations are subject to change as new zero-emission technologies become available.

Recommended Construction Measures

1. Ensure the cleanest possible construction practices and equipment are used. This includes eliminating the idling of diesel-powered equipment and providing the necessary infrastructure (e.g., electrical hookups) to support zero and near-zero equipment and tools.
2. Implement, and plan accordingly for, the necessary infrastructure to support the zero and near-zero emission technology vehicles and equipment that will be operating on site. Necessary infrastructure may include the physical (e.g., needed footprint), energy, and fueling infrastructure for construction equipment, on-site vehicles and equipment, and medium-heavy and heavy-heavy duty trucks.
3. In construction contracts, include language that requires all off-road diesel-powered equipment used during construction to be equipped with Tier 4 or cleaner engines, except for specialized construction equipment in which Tier 4 engines are not available. In place of Tier 4 engines, off-road equipment can incorporate retrofits such that emission reductions achieved equal or exceed that of a Tier 4 engine.
4. In construction contracts, include language that requires all off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during project construction be battery powered.
5. In construction contracts, include language that requires all heavy-duty trucks entering the construction site, during the grading and building construction phases be model year 2014 or later. All heavy-duty haul trucks should also meet CARB's lowest optional low-NO_x standard starting in the year 2022.¹

A1-h
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¹ In 2013, CARB adopted optional low-NO_x emission standards for on-road heavy-duty engines. CARB staff encourages engine manufacturers to introduce new technologies to reduce NO_x emissions below the current mandatory on-road heavy-duty diesel engine emission standards for model years 2010 and later. CARB's optional low-NO_x emission standard is available at: <https://www.arb.ca.gov/msprog/onroad/optionnox/optionnox.htm>.

6. In construction contracts, include language that requires all construction equipment and fleets to be in compliance with all current air quality regulations. CARB staff is available to assist in implementing this recommendation.

Recommended Operation Measures

1. Include contractual language in tenant lease agreements that requires tenants to use the cleanest technologies available, and to provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating on site.
2. Include contractual language in tenant lease agreements that requires all loading/unloading docks and trailer spaces be equipped with electrical hookups for trucks with transport refrigeration units (TRU) or auxiliary power units. This requirement will substantially decrease the amount of time that a TRU powered by a fossil-fueled internal combustion engine can operate at the project site. Use of zero-emission all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration are encouraged and can also be included lease agreements.²
3. Include contractual language in tenant lease agreements that requires all TRUs entering the project site be plug-in capable.
4. Include contractual language in tenant lease agreements that requires future tenants to exclusively use zero-emission light and medium-duty delivery trucks and vans.
5. Include contractual language in tenant lease agreements requiring all TRUs, trucks, and cars entering the Project site be zero-emission.
6. Include contractual language in tenant lease agreements that requires all service equipment (e.g., yard hostlers, yard equipment, forklifts, and pallet jacks) used within the project site to be zero-emission. This equipment is widely available.
7. Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering or on the project site to be model year 2014 or later today, expedite a transition to zero-emission vehicles, and be fully zero-emission beginning in 2030.

A1-h
Contd.

² CARB's Technology Assessment for Transport Refrigerators provides information on the current and projected development of TRUs, including current and anticipated costs. The assessment is available at: https://www.arb.ca.gov/msprog/tech/techreport/tru_07252015.pdf.



- 8. Include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation,³ Periodic Smoke Inspection Program (PSIP),⁴ and the Statewide Truck and Bus Regulation.⁵
- 9. Include contractual language in tenant lease agreements restricting trucks and support equipment from idling longer than five minutes while on site.
- 10. Include contractual language in tenant lease agreements that limits on-site TRU diesel engine runtime to no longer than 15 minutes. If no cold storage operations are planned, include contractual language and permit conditions that prohibit cold storage operations unless a health risk assessment is conducted and the health impacts fully mitigated.
- 11. Include rooftop solar panels for each proposed warehouse to the extent feasible, with a capacity that matches the maximum allowed for distributed solar connections to the grid.

A1-h
Contd.

³ In December 2008, CARB adopted a regulation to reduce greenhouse gas emissions by improving the fuel efficiency of heavy-duty tractors that pull 53-foot or longer box-type trailers. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation is available at: <https://www.arb.ca.gov/cc/hdghg/hdghg.htm>.

⁴ The PSIP program requires that diesel and bus fleet owners conduct annual smoke opacity inspections of their vehicles and repair those with excessive smoke emissions to ensure compliance. CARB's PSIP program is available at: <https://www.arb.ca.gov/enf/hdghg/hdghg.htm>.

⁵ The regulation requires newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. CARB's Statewide Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.



CITY OF SIGNAL HILL

2175 Cherry Avenue • Signal Hill, CA 90755

February 19, 2020

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

Subject: Notice of Availability of Draft Environmental Impact Report (EIR) for the Spring Street Business Park Project (SCH No. 2019100514)

Scott,

This letter and the attached responses from the City of Signal Hill (the City) contract Traffic Engineer represents the City's formal response to the request for public comment on the subject EIR. It should be noted that Orange Avenue is a City of Signal Hill Street between Hill Street and Spring Street. Given that, the City has been in formal and informal communication with you and your Public Works staff regarding the proposed design of the City streets, signalization, project access, truck circulation, and related public improvements since 2018. Our most recent comments on the EIR dated February 20, 2020, with minor edits for clarification following recent design discussions are attached (Attachment A).

Since circulation of the EIR our Planning and Public Works staff have participated in multiple meetings regarding the proposed street improvements and related items. We will continue to make ourselves available to resolve design discrepancies but at this time cannot support the project as proposed and will not be able to issue permits for the proposed street improvements since they do not concur with the City's General Plan for Orange Avenue and Spring Street, or the City's Circulation Element, Bike Master Plan for Orange Avenue and Spring Street.

Regards,

Handwritten signature of Colleen T. Doan in blue ink.

Colleen T. Doan
Community Development Director

Agency: City of Signal Hill

Letter Code: A2

Commenter: Colleen T. Doan

Date: February 19, 2020

A2-a This comment summarizes the communication that the City of Signal Hill and the City of Long Beach have engaged in since 2018 during project planning related to design of city streets, signalization, project access, truck circulation, and related public improvements. As stated in the comment, the segment of Orange Avenue between Hill Street and Spring Street is within the jurisdiction of the City of Signal Hill. The City of Signal Hill's issues are detailed in the following letter and addressed below.

A2-b The comment states that the City of Signal Hill cannot support the project as proposed and will not be able to issue permits for the proposed street improvements. However, since this letter was sent, the City of Signal Hill and the City of Long Beach have worked collaboratively to resolve issues related to proposed street improvements planned by the City of Long Beach on Orange Avenue and/or Spring Street and design discrepancies that do not concur with the City of Signal Hill's General Plan, Circulation Element, and Bike Master Plan for these streets. See Appendix H to this Final EIR, which documents the agreement reached for circulation improvements between the cities of Long Beach and Signal Hill, as well as the City of Signal Hill's support. Appendix H includes the City of Long Beach Public Works Department's Technical Advisory Committee project requirements, the agreed upon refined conceptual street cross section for Orange Avenue, and email correspondence from the City of Signal Hill concurring with the changes.

A2-a

A2-b



February 20, 2020

Mr. Scott Kinsey
 Long Beach Development Services
 411 W. Ocean Blvd., 3rd floor
 Long Beach, CA 90802

**Re: DRAFT EIR Spring Street Business Park Project – Section 3.5 Transportation
 City of Signal Hill Transportation Comments**

Dear Mr. Kinsey:

The City of Signal Hill have received Section 3.5 Transportation of the DRAFT EIR. Provided below are the review comments from the City of Signal Hill. In addition, we have attached the Traffic Safety Letter dated December 12, 2019 since the comments are still applicable.

Our review comments are specific to Section 3.5 Transportation and the attached Appendix E, Traffic Impact Analysis.

3.5 Transportation

1. 3.5.2 – Spring Street speed limit varies at the project site 40 and 45 MPH.
2. 3.5.2 – Orange Avenue is currently 4 lanes from Spring Street to Willow Street.
3. Table 3.5-2 – The LOS should be re-verified based upon these comments.
4. Note: Orange Avenue from Spring Street to Willow Street is in the jurisdiction of Signal Hill except the curb line. The City does not have any intentions of installing a Class IV bike facility or reducing the number of lanes from four to two.
5. Note: the traffic signal proposed at the Orange Avenue Driveway is not warranted and therefore cannot be supported by the City.
6. A discussion of impacts to the trip distribution (including trucks) and intersections caused by the removal of the traffic signal. In addition, the discussion shall include the re-routing of truck traffic to Spring Street from the driveway located on Orange, since Orange Avenue is not a truck route.
7. If left turns are permitted at the Orange Avenue Driveway, then a northbound dual left turn on Orange Avenue at Spring may be required to maintain adequate left turn storage/queuing.
8. If a right turn only requirement is placed upon the Orange Avenue driveway, the project's truck traffic will be directed to southbound Orange Avenue to Willow Street. Again, this segment of Orange is not a designated truck route. Therefore, the project proponents would be responsible for updating southbound Orange Avenue to Willow Street to truck route standards including paving upgrade requirements.
9. An analysis is required of the Spring Street and Orange Avenue intersection caused by the re-routing of truck traffic to northbound Orange Avenue, including left turn storage lengths and LOS.
10. Add a discussion on the truck distribution (where destination and origins) to fully understand the project impacts to the roadway system.
11. Please note proposed bike facilities in Signal Hill consists of Class 2 south on Spring Street on Orange Avenue, Class 2 on Spring Street, and Class 3 north of Caltrans ROW.
12. Existing Orange Avenue Class 3 shall be acknowledged and requires a transition from any project bike facility to be transitioned into the Class 3 with appropriate signage. Note that there are no roadway shoulders south of the project. Because of the safety concerns from directing users of



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

A2-c

A2-d

A2-e

A2-f

A2-g

A2-h

A2-i

A2-j

A2-k

A2-l

A2-m

A2-n

A2-o

A2-c The City of Signal Hill reviewed Section 3.5 Transportation of the Draft EIR and provides a list of comments below. This comment does not raise a substantive issue on the content of the Draft EIR. The comment will be made available for the decision makers. No further response is required.

A2-d This comment provides clarification on the posted speed limit on Spring Street. The speed limit varies along Spring Street. West of Orange Avenue the posted speed limit is 40 miles per hour and east of Orange Avenue the posted speed limit is 45 miles per hour. The text on page 3.5-1 of Section 3.5, Transportation, has been modified as follows:

- **Spring Street** is a four-lane, divided roadway oriented in the east-west direction. The speed limit is 40 miles per hour west of Orange Avenue and 45 miles per hour east of Orange Avenue. Parking is not permitted on either side of the roadway west of Orange Avenue; however, parking is permitted on both sides of the roadway east of Orange Avenue.

A2-e The comment states that Orange Avenue is currently 4 lanes from Spring Street to Willow Street. At the time of project initiation in 2018, Orange Avenue between Spring Street and 29th Street provided two northbound through lanes, a single southbound through lane, and a two-way left-turn lane. For the section of Orange Avenue between 29th Street and Willow Street, a single lane in both the northbound and southbound direction separated by a two-way left-turn land existed. It is acknowledged that recent improvements to Orange Avenue have resulted in the provision of two-lanes in each direction from Spring Street to Willow Street; however, the baseline conditions in the 2019 Traffic Impact Analysis (TIA) are not recommended to be updated, as the minor network modifications would not change the analysis or conclusions of the traffic study. The comment will be made available for the decision makers. No further response is required.

	<p>A2-f The comment recommends the level of service be re-verified based on comment A2-e. The level of service calculations provided in the 2019 TIA are accurate according to the baseline traffic conditions established upon initiation of the project. As a result of the recent roadway modifications on Orange Avenue, there is additional capacity through the study locations. Therefore, the conclusions in the 2019 TIA are considered to be conservative and worse case, and hence no revisions to the 2019 TIA are recommended. The comment will be made available for the decision makers. No further response is required.</p> <p>A2-g This comment states that the City of Signal Hill is not supportive of a Class IV (Protected Bike Lane) bikeway or reducing the ultimate cross section of Orange Avenue from four lanes to two lanes which are a part of the City of Long Beach plans to implement a Class IV bikeway along Orange Avenue within the study area. However, based on recent collaborative efforts between both cities, a compromise has been reached (Appendix H), which allows for the following modifications to the intersection of Orange Avenue and Spring Street: provide two through lanes in the northbound and southbound directions, dual northbound left-turn lanes and a separate northbound right turn lane, while providing a single left-turn lane, a through and shared through-right turn lane on the southbound approach. As a result, this comment is no longer applicable. See the refined conceptual street cross section for Orange Avenue in Appendix H, prepared by the City of Long Beach and conceptually accepted by the City of Signal Hill with comments noted.</p> <p>Further, the concept agreed upon between the cities was already considered as part of the 2019 TIA with the exception that a dedicated northbound right-turn lane is now included. Since this proposed improvement is considered to be a capacity enhancement to the prior plan, the findings identified in the 2019 TIA are considered conservative and worse case, and hence, no changes to</p>
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	<p>the 2019 TIA are recommended. The comment will be made available for the decision makers. No further response is required.</p> <p>A2-h The comment states that a traffic signal is not warranted at the proposed project's Orange Avenue Driveway. The 2019 TIA concluded that a traffic signal is not warranted at the project driveway along Orange Avenue; however, due to frequent truck utilization a signal was recommended to minimize conflicts with truck ingress/egress and other motorists. The City of Signal Hill is not in support of signalizing this intersection. Since the 2019 TIA identifies that there is adequate storage and service levels to accommodate added demand, the City of Long Beach and the City of Signal Hill recommend that the project driveway located along Orange Avenue be constructed as an unsignalized intersection. As shown on the refined conceptual street cross section in Appendix H, the northbound direction would provide a dedicated left-turn lane and two through lanes. The southbound direction consists of a through lane and a shared through/right turn lane. The outbound direction will consist of a shared left/right turn lane. As shown in the LOS worksheets in Appendix H, the resulting service levels for buildout plus project traffic conditions are forecast to operate at LOS C for both the AM and PM peak hour. Therefore, traffic into and out of the project driveway on Orange Avenue will function adequately without undue congestion.</p> <p>The text on page 2-5 of Chapter 2, Project Description, has been revised to remove reference to the two-phase traffic signal at the project driveway at Orange Avenue.</p> <p>A2-i The comment states that a discussion of impacts to the trip distribution and intersections caused by the removal of the traffic signal in comment A2-h is needed and states that trucks should be rerouted from Orange Avenue since Orange Avenue is not a truck route. Because the project driveway located along Orange Avenue is now proposed to be an unsignalized driveway (and turn movements are not expected to be restricted), during the weekday</p>
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	<p>commute hours truck-related traffic may choose to turn right when exiting the site instead of turning left due to traffic flow on Orange Avenue. Additionally, truck traffic may choose to exit the site via the driveway on Spring Street. This potential change in exiting patterns as a result of removing the previously proposed traffic signal at the project's main entrance, would result in up to 17 peak hour truck trips having to alter their exiting pattern from what was reported in the 2019 TIA. This change (one trip every three minutes over the peak hour) is considered nominal and would have little effect on the surrounding street system and not likely affect the operating conditions of the study intersections as reported in the 2019 TIA. Therefore, no changes to the 2019 TIA have been made.</p> <p>It is not uncommon for industrial uses to have access off roads that are not classified as a truck route. In general, the jurisdiction will typically allow trucks to utilize these facilities to allow for direct access to other truck routes and/or access to the freeway system. As such, the applicant will work with the City of Long Beach and City of Signal Hill to ensure trucks utilize all truck routes and take the most direct route to/from the project driveways. The comment will be made available for the decision makers. No further response is required.</p> <p>A2-j The comment states that if left turns are permitted at the Orange Avenue driveway, then a northbound dual left turn on Orange Avenue at Spring Street may be required. The refined conceptual street cross section agreed upon between the City of Long Beach and City of Signal Hill (Appendix H) includes dual northbound left-turn lanes at Orange Avenue and Spring Street. Therefore, this comment is no longer applicable based on the refined conceptual street cross section (Appendix H). The comment will be made available for the decision makers. No further response is required.</p> <p>A2-k Please see response to comment A2-h and A2-j regarding the traffic signal and truck routes.</p>
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	<p>A2-l This comment states that an analysis of the Spring Street and Orange Avenue intersection is needed because of the rerouting of truck traffic to northbound Orange Avenue. As a result of the refined conceptual street cross section agreed upon between the City of Long Beach and City of Signal Hill this comment is no longer valid (Appendix H). No changes to the 2019 TIA are recommended. The comment will be made available for the decision makers. No further response is required.</p> <p>A2-m The comment states that a discussion of the truck distribution is needed to fully understand the project impacts on the roadway system. Truck distribution for the project is forecast to be freeway focused. As a result, the truck distribution pattern presented in the 2019 TIA shows that 40% of the inbound/outbound trips utilizing the western region via I-405 and 40% of the inbound/outbound trips utilizing the eastern region via I-405. Additionally, the 30% traveling along Spring Street is anticipated to use this street as a freeway by-pass but are anticipated to access the I-405 further down the street. No changes to the 2019 TIA are recommended. The comment will be made available for the decision makers. No further response is required.</p> <p>A2-n This comment clarifies the proposed City of Signal Hill bike facilities in the study area. Per the City of Signal Hill Bicycle Master Plan, a Class II bike lane is proposed on Orange Avenue south of Spring Street, a Class II bike lane is proposed on Spring Street, and a Class III bike route is proposed on Orange Avenue north of Caltrans ROW within the City of Signal Hill. The text on page 3.5-2 of Section 3.5, Transportation, has been modified as follows:</p> <p style="padding-left: 40px;">Both the City of Long Beach and the City of Signal Hill classify Orange Avenue as a Class III bikeway; <u>however, the City of Signal Hill specifies the Class III bikeway is north of the Caltrans ROW within the City</u></p>
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	<p><u>of Signal Hill and classifies Orange Avenue as a Class II bike lane south of Spring Street.</u></p> <p>A2-o This comment requests a transition of bike facilities to have appropriate signage. As a result of the refined conceptual street cross section agreed upon between the City of Long Beach and City of Signal Hill this comment is no longer valid (Appendix H). No changes to the 2019 TIA are recommended. The comment will be made available for the decision makers. No further response is required.</p>
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<p>the class 4 lane to a sharing a travel lane with vehicles in a posted 40 MPH zone, the City of Signal Hill does not support the construction of the southbound Class 4 along the project frontage at this time.</p> <p>13. All street lanes in the City of Signal Hill shall be 12 feet, medians shall be 14 feet.</p> <p>LLG Traffic Impact Study</p> <ol style="list-style-type: none"> Page 7: the project discussion shall be revised to reflect the current lane configuration of 4 lanes (two lanes in each direction) with a two way left turn (or, left turn pocket) median. Page 8: note that the traffic counts were taken during college summer recess and no adjustments were added. Page 13: Table 3-3, Intersection 9 – Cherry and Spring LOS is inconsistent with other recent traffic studies. This intersection typically has a LOS of C/D). Page 19: Section 5.2, the trip distribution shows trucks going south on Orange Avenue. This is not a truck route and shall be amended. <p>If you have any questions, please do not hesitate to contact me at 714-799-1700 ext. 100.</p> <p>Respectfully submitted, W.G. Zimmerman Engineering, Inc.,</p>  <p>Bill Zimmerman PE, TE, PTOE President</p> <p>CC: Kelli Tunnicliff, Public Works Director, Signal Hill Steve Badum, City Engineer, Signal Hill Carl Hickman, City Traffic Engineer, Long Beach Josh Hickman, Traffic Engineer, Long Beach</p> <div style="display: flex; justify-content: space-between; align-items: center; margin-top: 20px;">  <div style="text-align: right; font-size: 0.8em;"> <p>W.G. Zimmerman Engineering, Inc. 17011 Beach Boulevard, Suite 1240 Huntington Beach, CA 92647 Phone: 714-799-1700 Fax: 714-333-4712</p> </div> </div>	<p>A2-o Contd</p> <p>A2-p</p> <p>A2-q</p> <p>A2-r</p> <p>A2-s</p> <p>A2-t</p> <p>A2-p The comment requests specific widths for street lanes and medians. As a result of the refined conceptual street cross section agreed upon between the City of Long Beach and City of Signal Hill this comment is no longer valid (Appendix H). No changes to the 2019 TIA are recommended. The comment will be made available for the decision makers. No further response is required.</p> <p>A2-q Please see response to comment A2-e. Section 3.1 of the 2019 TIA is intended to be used as a general reference for roadway characteristics. Given the recent roadway conditions on Orange Avenue results in additional capacity through the study locations, the conclusions in the 2019 TIA are considered to be conservative and worse case, and hence no revisions to the 2019 TIA are recommended. The comment will be made available for the decision makers. No further response is required.</p> <p>A2-r The comment states the traffic counts in the 2019 TIA were conducted during college summer recess. The counts in the 2019 TIA were conducted in March and May 2018 while nearby schools and colleges were still in session. No changes to the 2019 TIA are recommended. The comment will be made available for the decision makers. No further response is required.</p> <p>A2-s The comment states the level of service at the intersection of Cherry Avenue and Spring Street is incorrect. The traffic consultant reviewed the level of service results for Cherry Avenue at Spring Street and concluded the results are considered adequate based on existing traffic counts, current intersection configuration, and the ICU method of analysis. No changes to the 2019 TIA are recommended. The comment will be made available for the decision makers. No further response is required.</p> <p>A2-t The comment states that Orange Avenue is not a truck route and suggests the trip distribution be revised. Willow Street is considered a truck route that could be used to</p>
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	<p>service the site. Similar to response to comment A2-i, it is not uncommon for industrial uses to have access off roads that are not classified as a truck route. In general, the jurisdiction will typically allow trucks to utilize these facilities to allow for direct access to other truck routes. As such, the applicant will work with the City of Long Beach and City of Signal Hill to ensure trucks utilize all truck routes and take the most direct route to/from the project driveways. No changes to the 2019 TIA are recommended. The comment will be made available for the decision makers. No further response is required.</p>
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December 12, 2019

Mr. Scott Kinsey
Long Beach Development Services
411 W. Ocean Blvd., 3rd floor
Long Beach, CA 90802

Re: Orange Avenue and Spring Street Intersection Improvements

Dear Mr. Kinsey:

We have reviewed the Orange Avenue and Spring Street Proposed Alternatives plans: 12-1, 12-2, and 12-3. Additionally, we compared these plans to the City of Signal Hill's concept plan for the intersection since Orange Avenue is a City of Signal Hill Street between Hill Street and Spring Street.

We understand that these plans will be used for the environmental document for the site located at the southwest corner of the intersection of Orange Avenue and Spring Street. However, the City of Signal Hill cannot support any of the alternatives for the environmental document for the following reasons:

1. The Alternatives presented do not concur with the City's General Plan for Orange Avenue and Spring Street. The City's Circulation Element's Bike Master Plan includes Orange Avenue as a Class 3 Bike Route and Spring Street as a Class 2 Bike Lane.
2. The City's concept plan for Orange Avenue and the intersection of Orange Avenue and Spring Street includes widening of Orange Avenue for two northbound and southbound travel lanes with Class 2 Bike lanes. At the intersection of Orange Avenue and Spring Street, the northbound direction includes dual left turn lanes with approximately 200 feet of storage, two thru lanes, and a right turn lane. The minimum lane widths include 11 feet for the left turn pocket, 12 feet for the thru lanes, 10 feet for the right turn lane and 5 feet for the Class 2 Bike lanes. Spring Street will include a Class 2 Bike Lane and a parking lane. All three of the Development's Alternatives do not meet these standards.
3. The signal warrants provided in the Traffic Study for the project do not require a traffic signal at the driveway for the development south of Spring Street. In addition, the proposed signal location to the intersection signal at Spring Street would cause a safety concern with possible traffic backing up into the intersection for Spring Street for southbound Orange Avenue traffic.
4. The Spring Street bike lane and travel lanes widths do not conform to the proposed Class 2 bike lane with parking. Spring Street east of Orange Avenue is within the City of Signal Hill, with the exception of the north curb face and adjacent street paving. The City of Signal Hill is planning on installing a Class 2 bike lane and a parking lane from Orange Avenue to Junipero Avenue.
5. Alternative 12-3 does not meet the City Development requirements of "full one-half" roadway build-out along the frontage of the development.

Each Alternative is specifically addressed below:

Alternative 12-1

- A traffic signal is proposed at the driveway of the development on Orange Avenue. The traffic signal is not warranted and may cause a traffic safety concern because of the proximity to the signalized intersection of Orange Avenue and Spring Street. The City will not endorse a traffic signal at this location.

WGZE

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

A2-u See responses to comments A2-b through A2-t above. Given the refined conceptual street cross section for Orange Avenue has been developed and agreed upon by both the City of Long Beach and City of Signal Hill, the comments noted are no longer applicable (Appendix H). The comment will be made available for the decision makers. No further response is required.

A2-u

- The skewed angle of the southbound lanes (north of the Spring Street) connecting across the intersection to Orange Avenue south of the intersection is very extreme and does not meet the Caltrans Highway Design Manual for offset lanes.
- Proposed street widths must meet the City's minimum requirements proposed in the City Concept Plan for Orange Avenue.
- The City of Signal Hill does not use Class 4 Bike Lanes only Class 2, and Class 3 Bike Routes.
- The Proposed southbound taper shall occur after the south property line extended onto Orange Avenue. The Developer is fully responsible for the full one-half width roadway build-out along the frontage of the property on Orange Avenue.

Alternative 12-2

- A traffic signal is proposed at the driveway of the development on Orange Avenue. The traffic signal is not warranted and may cause a traffic safety concern because of the proximity to the signalized intersection of Orange Avenue and Spring Street. The City will not endorse a traffic signal at this location.
- The proposed Class 4 Bike lanes on both Orange Avenue and Spring Street to not conform to the City's General Plan. The City of Signal Hill does not use Class 4 Bike Lanes only Class 2, and Class 3 Bike Routes.
- Two northbound and two southbound lanes on Orange Avenue are required. This Alternative does not meet the standard.
- The City of Signal Hill does not use Class 4 Bike Lanes only Class 2, and Class 3 Bike Routes.
- The Alternative does not meet the left turn pocket length of 200 feet of storage length.

Alternative 12-3

- A traffic signal is proposed at the driveway of the development on Orange Avenue. The traffic signal is not warranted and may cause a traffic safety concern because of the proximity to the signalized intersection of Orange Avenue and Spring Street. The City will not endorse a traffic signal at this location.
- The proposed Class 4 Bike lanes on both Orange Avenue and Spring Street to not conform to the City's General Plan. The City of Signal Hill does not use Class 4 Bike Lanes only Class 2, and Class 3 Bike Routes.
- Two northbound and two southbound lanes on Orange Avenue are required. This Alternative does not meet the standard.
- The Alternative does not meet the left turn pocket length of 200 feet of storage length.
- The Proposed southbound taper shall occur after the south property line extended onto Orange Avenue. The Developer is fully responsible for the full one-half width roadway build-out along the frontage of the property on Orange Avenue.

If you have any questions, please do not hesitate to contact me at 714-799-1700 ext. 100.

Respectfully submitted,
W.G. Zimmerman Engineering, Inc.,



Bill Zimmerman PE, TE, PTOE
President

CC: Kelli Tunnicliff, Public Works Director, Signal Hill
Steve Badum, City Engineer, Signal Hill
Carl Hickman, City Traffic Engineer, Long Beach
Josh Hickman, Traffic Engineer, Long Beach



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

A2-u
Contd.



STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gravin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-0475
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



Making Conservation
a California Way of Life.

February 20, 2020

Mr. Scott Kinsey
City of Long Beach
411 West Ocean Boulevard
Long Beach, CA 90802

RE: Spring Street Business Park Project – Draft
Environmental Impact Report (DEIR)
SCH # 2019100514
GTS # 07-LA-2019-03082
Vic. LA-405/PM: 5.447

Dear Mr. Scott Kinsey:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. The project is a proposed business park complex with off-site street improvements along Spring Street and Orange Avenue, and park enhancements. The proposed business park would consist of a total of 160,673 square-feet (SF) of floor area within three concrete "tilt-up" buildings. The anticipated mix of land uses includes manufacturing and warehousing. The project is proposing to provide 162 standard surface lot parking stalls, 8 trailer spaces, and 18 loading docks. Project improvements are consistent with the land use and development standards of its zoning district. The City of Long Beach is considered the Lead Agency under the California Environmental Quality Act (CEQA).

A3-a

The nearest State facilities to the proposed project are Interstate 405 (I-405), which is located approximately 500 feet from the project, State Route 1 (SR-1), which is located approximately 1.5 miles away from the project, and Interstate 710 (I-710), which is located approximately 2 miles from the project.

Caltrans, the City, the environmental consultants HDR, and the transportation consultants Linscott, Law & Greenspan, Engineers have been engaging in discussions about this project over calls and emails since November 2019. Based on those conversations and the DEIR, Caltrans has the following comments:

- Caltrans' review of the queuing and blocking analysis worksheets for the Orange Avenue and Spring Street intersection (i.e., Intersection 7) under the Year 2021 and Year 2038 Cumulative Plus Project Traffic Conditions with Mitigation scenarios, shows that regardless of whether the Orange Avenue bikeway improvements are implemented, the southbound through movement queue length at this intersection will extend past the Orange Avenue and I-405 Southbound Ramps intersection (i.e., Intersection 3). This queuing on Orange Avenue could prevent vehicles from exiting the I-405 Southbound Off-Ramp, which could in turn cause queues on the off-ramp. Caltrans is concerned that these queues could then spillover onto the I-405 mainline segment, which would increase the potential for transportation conflicts on the I-405.
- To mitigate the previously described potential impacts on the I-405, Caltrans supports installing a three-phase traffic signal at the Orange Avenue and I-405 Southbound Ramps intersection. We have reviewed the fair share percentages proposed in Table 12-1 of the Traffic Impact Analysis (TIA) for this mitigation measure and agree that 12.43% is appropriate. To ensure a streamlined process, Caltrans encourages the project's developer to work with Caltrans early on developing a mitigation agreement for contributing 12.43% towards the installation of a traffic

A3-b

A3-c

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

Agency: California Department of Transportation (Caltrans)

Letter Code: A3

Commenter: Miya Edmonson

Date: February 20, 2020

A3-a This comment summarizes the project description and identifies the nearest State facilities to the proposed project. The comment also summarizes the discussions between Caltrans, the City of Long Beach, the environmental consultant, and the transportation consultant. This comment does not raise a substantive issue on the content of the Draft EIR. The comment will be made available for the decision makers. No further response is required.

A3-b The comment summarizes the queuing and blocking analysis worksheets for the Orange Avenue and Spring Street intersection. The results of the intersection analysis for Orange Avenue at Spring Street, as reported in the appendix materials to the 2019 TIA, do indicate that forecast vehicular queues lengths with or without the implementation of the City of Long Beach proposed Orange Avenue Bikeway Improvements project would extend past the Orange Avenue and I-405 Southbound Ramps intersection (i.e. Intersection 3). The issue raised in this comment is further addressed in responses to comments A3-c and A3-d below.

A3-c The comment is in support of installing a three-phase traffic signal at the intersection of Orange Avenue and I-405 Southbound Ramps to mitigate the impact identified in comment A3-b. The installation of a three-phase traffic signal was identified in the Draft EIR as Mitigation Measure TRAN-4 without Orange Avenue Bikeway Improvements and Mitigation Measure TRAN-5 with Orange Avenue Bikeway Improvements. The Draft EIR concluded that these mitigation measures would reduce the impact; however, Mitigation Measures TRAN-4 and TRAN-5 are

	<p>subject to approval by and are the responsibility of another agency (Caltrans) and that such improvements are within the responsibility and jurisdiction of another public agency and not the City of Long Beach, these impacts are considered significant and unavoidable.</p> <p>Caltrans suggestion that the project developer work with the state on developing a mitigation agreement for contributing 12.43% towards the installation of a traffic signal at this location will be provided to the decision makers and the project applicant for consideration. However, since these improvements are not currently planned or funded, the conclusions in the EIR remain significant and unavoidable. Furthermore, no such Caltrans fee program supported by a proper nexus-study exists at this time.</p>
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Mr. Scott Kinsey
February 20, 2020
Page 2 of 2

- signal at the Orange Avenue and I-405 Southbound Ramps intersection.
- While Caltrans agrees that a traffic signal at the Orange Avenue and I-405 Southbound Ramps intersection could mitigate impacts on the I-405, it is concerned that even after the signal is installed, there will be an increased potential for transportation conflicts on Orange Avenue and the Route 405 Southbound Off Ramp at Orange Avenue due to the traffic generated from this project as well as the proposed bike lane project. In the spirit of cooperation and to best serve the public's interest, Caltrans encourages the City of Long Beach to work with us on identifying other mitigation measures that can be implemented to decrease the potential of such conflicts, including signal timing modifications.

The following information is included for your consideration. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Furthermore, Caltrans encourages the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions, as well as facilitates a high level of non-motorized travel and transit use. Thus, Caltrans supports the Transportation Demand Management (TDM) strategies this project has incorporated, such as providing new crosswalks at project site entrances and a new sidewalk on the section of Orange Avenue adjacent and east of the project site. The project also provides no more parking than required, which is another effective TDM measure. Additional TDM strategies that the City of Long Beach may want to consider integrating into this project are included in our response letter to the Notice of Preparation (NOP) for this project. Please make every attempt to reduce VMT. For additional TDM options that can reduce VMT that were not already stated in our response to the NOP, please refer to:

- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, or
- Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA), available at <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>

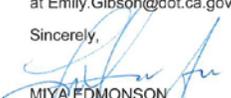
Also, any transportation of heavy construction equipment or materials that requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. If construction traffic is expected to cause delays on any State facilities, please submit a construction traffic management plan detailing these delays for Caltrans' review. Caltrans also recommends that the project limit construction and operational truck traffic to off-peak periods to minimize the potential impact on State facilities.

In addition, encroachment permits are required for any project on or near Caltrans right of way. However, this decision will be subject to additional review by the Office of Permits.

Finally, storm water run-off is a sensitive issue for Los Angeles county. Please be mindful that the project needs to be designed to discharge clean run-off water.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS# 07-LA-2019-03082.

Sincerely,


MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse

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

A3-c
Contd.

A3-d

A3-e

A3-f

A3-d The comment encourages the City of Long Beach to work with Caltrans on identifying additional mitigation measures that could be implemented to decrease the potential of vehicular queues on the I-405 SB off-ramp from backing up onto the I-405 Freeway, including signal timing modification. The comment will be made available for the decision makers. No further response is required.

A3-e The comment provides additional information for consideration including additional Transportation Demand Management (TDM) strategies. The comment acknowledges the TDM strategies already proposed as part of the project, including sidewalk improvements in the study area and providing no more parking than required. The comment will be made available for the decision makers. No further response is required

A3-f The comment states that any transportation of heavy construction equipment or materials which require use of oversized-transportation vehicles on state highways would need a Caltrans transportation permit. The comment recommends large size truck trips be limited to off-peak commute periods. The comment further states that an encroachment permit is required for projects on or near Caltrans ROW.

Caltrans oversized vehicle permits are standard and apply to any operator traveling on Caltrans facilities and the issue is not applicable to the CEQA impact analysis process; however, the applicant will comply with Caltrans regulations and apply for applicable permits. Further, the applicant will follow best practices for off-peak deliveries and large size truck trips.

The comment also states that stormwater is a sensitive issue for Los Angeles County. Mitigation Measure HWQ-1 would be implemented, which requires compliance with NPDES requirements and local regulations.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS:

Scott.Kinsley@longbeach.gov

Scott Kinsley, Planner V

City of Long Beach, Development Services Department

411 West Ocean Boulevard, 3rd Floor

Long Beach, CA 90802

February 20, 2020

Draft Environmental Impact Report (Draft EIR) for the Proposed Spring Street Business Park Project (SCH No. 2019100514)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final EIR.

South Coast AQMD Staff's Summary of Project Description

The Lead Agency proposes to construct 160,673 square feet of non-refrigerated¹ warehouses on 7.8 acres (Proposed Project). The Proposed Project is located on the southwest corner of Spring Street and Orange Avenue in the City of Long Beach. Construction of the Proposed Project is anticipated to occur over nine months². Once operational, the Proposed Project will have 18 loading docks³ and involve 126 daily truck trips⁴. Based on reviews of Figure 2-1: *Regional Vicinity and Project Location* in the Draft EIR and aerial photographs, South Coast AQMD staff found that the Proposed Project is surrounded by recreational, commercial, and industrial uses⁵.

A4-a

South Coast AQMD Staff's Comments

The Proposed Project involves operation of warehouse uses, which are expected to cause 126 truck trips per day. Diesel particulate matter (DPM) will be emitted from the transportation and idling of trucks visiting the Proposed Project. DPM has been identified by the California Air Resources Board (CARB) as a toxic air contaminant based on its carcinogenic effects⁶. However, based on reviews of the Draft EIR and supporting technical documents, South Coast AQMD staff found that the Lead Agency did not perform a mobile source health risk assessment (HRA) analysis in the Draft EIR. One of the basic purposes of CEQA is to inform decision-makers and the public about the potential, significant environmental effects of proposed activities (CEQA Guidelines Section 15002(a)(1)). The decision as to whether a project may have one or more significant effects shall be based on substantial evidence in the record of the lead agency (CEQA Guidelines Section 15064(f)). Therefore, South Coast AQMD staff recommends that the Lead Agency perform a mobile source HRA analysis⁷ in the Final EIR and compare cancer risk to South Coast AQMD's CEQA significance threshold of 10 in one million for cancer risk to determine the level of significance for the Proposed Project's health risk impacts. This analysis serves as substantial evidence to support the Lead Agency's finding that operation of the Proposed Project will not result in significant health risk impacts.

A4-b

¹ Draft EIR, Page 2-4.

² *Ibid.*, Page 2-10.

³ *Ibid.*, Page 1-1.

⁴ *Ibid.*, Appendix E, Page 18

⁵ *Ibid.*, Page 2-2.

⁶ CARB, August 27, 1998, Resolution 98-35. Accessed at: <http://www.arb.ca.gov/regact/diesel/dieselnac.htm>.

⁷ South Coast AQMD, *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. Accessed at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>.

Agency: South Coast Air Quality Management District

Letter Code: A4

Commenter: Lijin Sun

Date: February 20, 2020

A4-a This comment summarizes the project description. This comment does not raise a substantive issue on the content of the Draft EIR. The comment will be made available for the decision makers. No further response is required.

A4-b Please see response to comment A1-c for a detailed health risk assessment of the proposed project's construction and operational emissions.



Scott Kinsey

February 20, 2020

Conclusion

Pursuant to California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(b), South Coast AQMD staff requests that the Lead Agency provide South Coast AQMD staff with written responses to all comments contained herein prior to the certification of the Final EIR. In addition, issues raised in the comments should be addressed in detail giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice (CEQA Guidelines Section 15088(c)). Conclusory statements do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision makers and to the public who are interested in the Proposed Project.

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please feel free to call me at (909) 396-3308 if you have questions or wish to discuss the comments.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC200220-03
Control Number

A4-c

A4-c This comment states that the lead agency, the City of Long Beach, should respond to all comments pursuant to California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(b). A good faith, reasoned analysis has been provided in this Response to Comments chapter of the Final EIR. This comment does not raise a substantive issue on the content of the Draft EIR. The comment will be made available for the decision makers. No further response is required.



GABRIELENO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

January 10, 2020

Project Name: Spring St. Business Park Project located: 2851 Orange Ave Long Beach CA

Dear Scott Kinsey,

Thank you for your letter dated November 12, 2019 regarding AB52 consultation. The above proposed project location is within our Ancestral Tribal Territory; therefore, our Tribal Government requests to schedule a consultation with you as the lead agency, to discuss the project and the surrounding location in further detail.

Please contact us at your earliest convenience. **Please Note: AB 52, "consultation" shall have the same meaning as provided in SB 18 (Govt. Code Section 65352.4).**

Thank you for your time,

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians – Kizh Nation
1(844)390-0787

Andrew Salas, Chairman
Albert Perez, treasurer I

Nadine Salas, Vice-Chairman
Martha Gonzalez Lemos, treasurer II

Dr. Christina Swindall Martinez, secretary
Richard Gradias, Chairman of the council of Elders

PO Box 595 Covina, CA 91725 admin@gabrielenoindians.org

Organization: Gabrieleno Band of Mission Indians – Kizh Nation

Letter Code: O1

Commenter: Andrew Salas

Date: January 10, 2020

O1-a Tribal cultural resources and the communication with Chairman Salas are discussed in Section XVIII of the Initial Study and documented in Appendix C to the Initial Study (Appendix A to the Draft EIR). Chairman Salas reviewed the mitigation measures in March of 2019 and the cultural resources mitigation measures reflect input from the Gabrieleno Band of Mission Indians.

O1-a

From: [Scott Kinsey](#)
To: [Vick, Jenn](#)
Cc: [Gibbus, Tim](#)
Subject: FW: Spring St. Business Park Project located: 2851 Orange Ave Long Beach CA
Date: Thursday, January 30, 2020 7:43:39 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.jpg](#)
[image006.jpg](#)

Jenny,

Per the below, we are good on AB-52 tribal consultation for the project.

Scott Kinsey, AICP
Planner V

Long Beach Development Services | Planning Bureau
411 W. Ocean Blvd., 3rd Fl. | Long Beach, CA 90802
Office: 562-570-6461
LBDS Email Signature



From: Administration Gabrieleno <admin@gabrielenoindians.org>
Sent: Thursday, January 30, 2020 12:40 AM
To: Matthew Teutimez <Matthew.Teutimez@gabrielenoindians.org>; Scott Kinsey <Scott.Kinsey@longbeach.gov>
Subject: Re: Spring St. Business Park Project located: 2851 Orange Ave Long Beach CA

Hello Scott
Thank you for your response. We agree to the mitigation's in section TCR-1 great job. Thank you Tribal Cultural Resources
TCR-1: Native American Monitoring
Prior to issuance of any Grading Permit for the project, the Project

On Tue, Jan 21, 2020 at 2:28 PM Scott Kinsey <Scott.Kinsey@longbeach.gov> wrote:

Hello,

Please see the attached, which we received from you around 3/14/19 on this project.

I am also attaching the mitigation monitoring and reporting program (MMRP) that implemented the mitigation measures we agreed upon for the project at [1500 E. Anaheim St](#). We are using the same environmental consultant for this project and plan to use the same set of cultural/tribal cultural mitigation measures.

Please let me know if this sounds okay to you.

O1-b The comment documents the correspondence between Chairman Salas and the City of Long Beach. The Gabrieleno Band of Mission Indians – Kizh Nation accepted the mitigation measures and AB 52 Consultation is concluded.

O1-b

Regards,

Scott Kinsey, AICP
Planner V

Long Beach Development Services | Planning Bureau

411 W. Ocean Blvd., 3rd Fl. | Long Beach, CA 90802

Office: 562-570-6461

LBDS Email Signature



From: Administration Gabrieleno <admin@gabrielenoindians.org>

Sent: Friday, January 17, 2020 1:40 PM

To: Scott Kinsey <Scott.Kinsey@longbeach.gov>

Subject: Re: Spring St. Business Park Project located: [2851 Orange Ave Long Beach CA](#)

Good afternoon Scott

Thank you for your email, can you please resend the mitigation we provided on the last project so that Mr. Salas can review them.

Thank you

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation

PO Box 393

Covina, CA 91723

Office: 844-390-0787

website: www.gabrielenoindians.org



Attachments area

On Fri, Jan 17, 2020 at 11:52 AM Scott Kinsey <Scott.Kinsey@longbeach.gov> wrote:

Hello,

Thank you for your correspondence. I would like to take a minute to explain this one, as you might have noticed the address sounds familiar to something you have already seen from us.

The project has not changed from the project you saw previously. It is still approximately 160,000

O1-b
Contd.



sq. ft. of new light industrial development in three buildings on a 7.8-acre site. However, due to potentially significant impacts to traffic and transportation, it became necessary to prepare an Environmental Impact Report (EIR), instead of the Mitigated Negative Declaration (MND) that we have previously consulted about.

Since there are no changes to any impacts in the Cultural Resources and Tribal Cultural Resources sections, we are proposing to use the same mitigation measures for Cultural Resources and Tribal Cultural Resources that we had consulted with you and agreed upon for the MND. These are additionally the same mitigation measures we consulted and agreed upon for the project at [1500 E. Anaheim St.](#) here in Long Beach. Will this be acceptable to you? Please let me know.

Sincerely,

Scott Kinsey, AICP
Planner V

Long Beach Development Services | Planning Bureau
[411 W. Ocean Blvd.](#), 3rd Fl. | Long Beach, CA 90802
Office: 562-570-6461

Error! Filename not specified.
[Error! Filename not specified.](#) **Error! Filename not specified.**

From: Administration Gabrieleno <admin@gabrielenoindians.org>
Sent: Friday, January 10, 2020 3:19 PM
To: Scott Kinsey <Scott.Kinsey@longbeach.gov>
Subject: Spring St. Business Park Project located: [2851 Orange Ave Long Beach CA](#)

Hello Scott Kinsey

Please see attachments

Thank you

Sincerely,

Brandy Salas

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org
Error! Filename not specified.

Attachments area

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Admin Specialist

O1-b
Contd.

Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org



Attachments area



T 510.836.4200 | 1939 Harrison Street, Ste. 150 | www.lozeaudrury.com
F 510.836.4205 | Oakland, CA 94612 | richard@lozeaudrury.com

Via Email and U.S. Mail

January 29, 2020

Scott Kinsley, Planner V
Dept. of Development Services
City of Long Beach
411 W. Ocean Boulevard, 3rd Floor
Long Beach, CA 90802
Scott.Kinsley@longbeach.gov

Christopher Koontz, Pl. Bureau Mgr./Liason
Planning Commission
City of Long Beach
411 West Ocean Blvd., 3rd Floor
Long Beach, CA. 90802
Christopher.Koontz@longbeach.gov

Monique DeLaGarza, City Clerk
Office of the City Clerk
City of Long Beach
411 W. Ocean Blvd. (Lobby Level)
Long Beach, CA 90802
CityClerk@longbeach.gov

Re: **Comment on Draft Environmental Impact Report for the Spring Street Business Park Project (SCH No. 2019100514)**

Dear Mr. Kinsley, Mr. Koontz, and Ms. DeLaGarza:

I am writing on behalf of Supporters Alliance for Environmental Responsibility (“SAFER”) regarding the Draft Environmental Impact Report (“DEIR”) prepared for the project known as Spring Street Business Park Project (SCH No. 2019100514), including all actions related or referring to the proposed construction of a business park complex consisting of 160,673 square feet of floor area within three concrete tilt up buildings located at 2851 Orange Avenue (Assessor’s Parcel Number 7212-009-021) in the City of Long Beach (“Project”).

O2-a

After reviewing the DEIR, we conclude that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project’s impacts. SAFER requests that the Department of Development Services address these shortcomings in a revised draft environmental impact report (“RDEIR”) and recirculate the RDEIR prior to considering approvals for the Project. We reserve the right to supplement these comments during review of the Final EIR for the Project and at public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).

O2-b

Organization: Supporters Alliance for Environmental Responsibility

Letter Code: O2

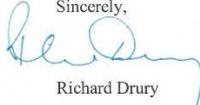
Commenter: Richard Drury

Date: January 29, 2020

O2-a This comment states the commenter is writing on behalf of Supporters Alliance for Environmental Responsibility and summarizes the Draft EIR Project Description. This comment does not raise a substantive issue on the content of the Draft EIR. The comment will be made available for decision makers. No further response is required.

O2-b The comment letter claims the Draft EIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the project’s impacts. However, the commenter fails to provide any details to support his assertion that the Draft EIR fails as an informational document and fails to impose feasible mitigation measures. To the contrary, the Draft EIR fully complies with CEQA and imposes all feasible mitigation measures. Recirculation of the Draft EIR is not warranted and no further response is required.

January 29, 2020
Comment on Draft Environmental Impact Report for Spring Street Business Park Project
(SCH No. 2019100514)
Page 2 of 2

Sincerely,

Richard Drury

8.4 Additional Changes

Additional minor changes have been made to reflect continued city review of the development application and related project plans, including site plan refinements and to provide more clarification to existing analyses in the EIR related to air quality and transportation. The minor changes to the project description reflect refinement of the project design by the project applicant and description of offsite improvements within the City of Signal Hill's jurisdiction which reflect the coordination of proposed improvements between the City of Long Beach and City of Signal Hill. Further, the air quality emissions estimates were adjusted to reflect a later construction start date than was originally included in the Draft EIR. Finally, additional clarifying language has been added to the transportation section regarding the mitigation measures identified in the Draft EIR as infeasible. Changes to the Draft EIR are documented by showing deletions with ~~strike through~~ and additions with underline. None of these minor changes affect the conclusions of the Draft EIR.

Executive Summary, page ES-3:

Therefore, such improvements are within the responsibility and jurisdiction of another public agency and not the City of Long Beach and as such, Mitigation Measure TRAN-1 is potentially legally infeasible under CEQA Guidelines 15091(a)(2) and Section 15091(a)(3). Only feasible mitigation measures can be legally imposed pursuant to CEQA Guidelines Section 15091(d), Section 15097(a), and Section 15126.4(a)(5). Therefore, ~~and~~ the impact at Orange Avenue and 32nd Street during PM peak hours is ~~considered~~ remains significant and unavoidable. If the City of Signal Hill approves and permits the work required by this mitigation measure, the City of Long Beach shall review the approval and permitted scope of work to determine if it is "feasible" for the purposes of CEQA.

Executive Summary, page ES-3 to ES-4:

Therefore, such improvements are within the responsibility and jurisdiction of another public agency and not the City of Long Beach, and Mitigation Measures TRAN-4 and TRAN-5 are potentially legally infeasible under CEQA Guidelines 15091(a)(2) and Section 15091(a)(3). Only feasible mitigation measures can be legally imposed pursuant to CEQA Guidelines Section 15091(d), Section 15097(a), and Section 15126.4(a)(5). Therefore, ~~these impacts are considered~~ remain significant and unavoidable. If Caltrans approves and permits the work required by this mitigation measure, the City of Long Beach shall review the approval and permitted scope of work to determine if it is "feasible" for the purposes of CEQA.

Chapter 2, Project Description, page 2-4:

All three buildings would be 45 feet in height. Building 1 and 2 would be 28 feet in height and Building 3 would be 30 feet in height.

Chapter 2, Project Description, page 2-5:

- **With Orange Avenue Bikeway Improvements** – To provide full access to the project site, the applicant would install an unsignalized project driveway ~~two-phase traffic signal with permissive phasing for the northbound left turn lane. The signal is proposed~~ approximately 260 feet south of Spring Street along Orange Avenue. The applicant would modify the northbound approach to accommodate a 100-foot left-turn lane and one through lane. For the eastbound approach, the applicant would install a shared left/right turn lane. These

improvements are subject to the approval of the City of Long Beach and/or the City of Signal Hill.

- **Without Orange Avenue Bikeway Improvements** – To provide full access to the project site install an unsignalized project driveway approximately 260 feet south of Spring Street along Orange Avenue. ~~two-phase traffic signal with permissive phasing for the northbound left-turn lane.~~ The applicant would modify the northbound approach to accommodate a 100-foot left-turn lane and two through lanes. For the eastbound approach, the applicant would install a shared left/right turn lane. These improvements are subject to the approval of the City of Long Beach and/or the City of Signal Hill.

Chapter 2, Project Description, page 2-9:

Orange Avenue would have a 40-foot wide roadway and ~~40~~8-foot wide sidewalk (5-foot-wide sidewalk and 3-foot-wide parkway area) located on both sides of the roadway, 6-foot-wide bike lane, and a 6-foot-wide median within the 20-foot dedication area. Immediately south of the Spring Street intersections, improvements would include a 5-foot sidewalk, a 7-foot-wide bike lane, and an 8-foot-wide median to accommodate a bus stop. An additional 2 feet of sidewalk would be provided in the vicinity of the bus stop on Orange Avenue adjacent to the project site, achieving a 12-foot-wide public sidewalk. Unused driveways and curb cuts would be replaced with full-height curb, curb gutter, and sidewalk. The existing sidewalk and curb ramps located at the southwest, northwest, and northeast corners of Orange Avenue and Spring Street would be demolished and new Americans with Disabilities Act compliant curb ramps would be constructed.

The existing crosswalks at the intersection of Orange Avenue and Spring Street would be upgraded to continental style crosswalks, using thermoplastic materials, per the latest City of Long Beach standards, as approved by the City Traffic Engineer.

Section 3.1, Air Quality, page 3.1-16 through 3.1-18:

The CalEEMod emission model runs in the Draft EIR assumed construction would occur in 2019 and 2020. The CalEEMod emission model runs were updated to assume construction would occur in 2021 and 2022. In Section 3.1, Air Quality, Table 3.1-6, Table 3.1-7, Table 3.1-8, and Table 3.1-9 were updated to include the results of the updated model runs. The updated CalEEMod model run results are included in Appendix G.

Section 3.3, Greenhouse Gas Emissions, page 3.3-7 through 3.3-8:

The CalEEMod calculations for GHG emissions in the Draft EIR assumed construction would occur in 2019 and 2020. The CalEEMod emission model runs were updated to assume construction would occur in 2021 and 2022. In Section 3.3, Greenhouse Gas Emissions, Table 3.3-3 and Table 3.3-4 were updated to include the results of the updated model runs. Additionally, the text was revised to match the updated MT of CO_{2e} in the tables. The updated CalEEMod model run results are included in Appendix G.

Section 3.5, Transportation, page 3.5-11:

Due to the fact that **Mitigation Measures TRAN-1** is the responsibility of and is subject to approval by the City of Signal Hill, and that such improvements are within the responsibility and jurisdiction of another public agency and not the City of Long Beach, **Mitigation Measure TRAN-1 is potentially legally infeasible under CEQA Guidelines 15091(a)(2) and Section 15091(a)(3).** Only feasible mitigation measures can be legally imposed pursuant to CEQA



Guidelines Section 15091(d), Section 15097(a), and Section 15126.4(a)(5). Therefore, the impact at Orange Avenue and 32nd Street during PM peak hours ~~is considered~~ remains significant and unavoidable. If the City of Signal Hill approves and permits the work required by this mitigation measure, the City of Long Beach shall review the approval and permitted scope of work to determine if it is “feasible” for the purposes of CEQA.

Section 3.5, Transportation, page 3.5-12:

Due to the fact that **Mitigation Measures TRAN-1** is the responsibility of and is subject to approval by the City of Signal Hill, and that such improvements are within the responsibility and jurisdiction of another public agency and not the City of Long Beach, **Mitigation Measure TRAN-1** is potentially legally infeasible under CEQA Guidelines 15091(a)(2) and Section 15091(a)(3). Only feasible mitigation measures can be legally imposed pursuant to CEQA Guidelines Section 15091(d), Section 15097(a), and Section 15126.4(a)(5). Therefore, the impact at Orange Avenue and 32nd Street during PM peak hours ~~is considered~~ remains significant and unavoidable. If the City of Signal Hill approves and permits the work required by this mitigation measure, the City of Long Beach shall review the approval and permitted scope of work to determine if it is “feasible” for the purposes of CEQA.

Section 3.5, Transportation, page 3.5-13:

Due to the fact that **Mitigation Measures TRAN-4 and TRAN-5** are subject to approval by and are the responsibility of another agency (Caltrans) and that such improvements are within the responsibility and jurisdiction of another public agency and not the City of Long Beach, **Mitigation Measures TRAN-4 and TRAN-5** are potentially legally infeasible under CEQA Guidelines 15091(a)(2) and Section 15091(a)(3). Only feasible mitigation measures can be legally imposed pursuant to CEQA Guidelines Section 15091(d), Section 15097(a), and Section 15126.4(a)(5). Therefore, these impacts ~~are considered~~ remain significant and unavoidable. If Caltrans approves and permits the work required by this mitigation measure, the City of Long Beach shall review the approval and permitted scope of work to determine if it is “feasible” for the purposes of CEQA.

Section 3.5, Transportation, page 3.5-23:

Due to the fact that **Mitigation Measures TRAN-1** is the responsibility of and is subject to approval by the City of Signal Hill, and that such improvements are within the responsibility and jurisdiction of another public agency and not the City of Long Beach, **Mitigation Measure TRAN-1** is potentially legally infeasible under CEQA Guidelines 15091(a)(2) and Section 15091(a)(3). Only feasible mitigation measures can be legally imposed pursuant to CEQA Guidelines Section 15091(d), Section 15097(a), and Section 15126.4(a)(5). Therefore, the impact at Orange Avenue and 32nd Street during PM peak hours ~~is considered~~ remains significant and unavoidable. If the City of Signal Hill approves and permits the work required by this mitigation measure, the City of Long Beach shall review the approval and permitted scope of work to determine if it is “feasible” for the purposes of CEQA.

Section 3.5, Transportation, page 3.5-24:

Due to the fact that **Mitigation Measures TRAN-1** is the responsibility of and is subject to approval by the City of Signal Hill, and that such improvements are within the responsibility and jurisdiction of another public agency and not the City of Long Beach, **Mitigation Measure TRAN-1** is potentially legally infeasible under CEQA Guidelines 15091(a)(2) and Section 15091(a)(3). Only feasible mitigation measures can be legally imposed pursuant to CEQA

Guidelines Section 15091(d), Section 15097(a), and Section 15126.4(a)(5). Therefore, the impact at Orange Avenue and 32nd Street during PM peak hours ~~is considered~~ remains significant and unavoidable. If the City of Signal Hill approves and permits the work required by this mitigation measure, the City of Long Beach shall review the approval and permitted scope of work to determine if it is “feasible” for the purposes of CEQA.

Section 3.5, Transportation, page 3.5-24:

Due to the fact that **Mitigation Measures TRAN-4 and TRAN-5** are subject to approval by and are the responsibility of another agency (Caltrans) and that such improvements are within the responsibility and jurisdiction of another public agency and not the City of Long Beach, these mitigation measures are potentially infeasible pursuant to CEQA Guidelines 15091(a)(2) and Section 15091(a)(3). Only feasible mitigation measures can be legally imposed pursuant to CEQA Guidelines Section 15091(d), Section 15097(a), and Section 15126.4(a)(5). Therefore, impacts ~~are considered~~ remain significant and unavoidable. If Caltrans approves and permits the work required by this mitigation measure, the City of Long Beach shall review the approval and permitted scope of work to determine if it is “feasible” for the purposes of CEQA.

Section 3.5, Transportation, page 3.5-24 to 3.5-25:

Mitigation Measures TRAN-1, TRAN-4, and TRAN-5 are potentially infeasible because they are subject to approval by and are the responsibility of another agency and not the City of Long Beach. ~~If the agency responsible for approval determines the measures are infeasible, then the measures would not be imposed by the City of Long Beach.~~ Because Mitigation Measures TRAN-1, TRAN-4, and TRAN-5 are within the responsibility and jurisdiction of another agency, they are potentially infeasible pursuant to CEQA Guidelines 15091(a)(2) and Section 15091(a)(3). Only feasible mitigation measures can be legally imposed pursuant to CEQA Guidelines Section 15091(d), Section 15097(a), and Section 15126.4(a)(5). If Caltrans and/or the City of Signal Hill approves and permits the work required by these mitigation measures, the City of Long Beach shall review the approval and permitted scope of work to determine if it is “feasible” for the purposes of CEQA.

Section 3.5, Transportation, page 3.5-26:

Therefore, such improvements are within the responsibility and jurisdiction of another public agency and not the City of Long Beach and as such, Mitigation Measure TRAN-1 is potentially legally infeasible under CEQA Guidelines 15091(a)(2) and Section 15091(a)(3). Only feasible mitigation measures can be legally imposed pursuant to CEQA Guidelines Section 15091(d), Section 15097(a), and Section 15126.4(a)(5). Therefore, ~~and~~ the impact at Orange Avenue and 32nd Street during PM peak hours ~~is considered~~ remains significant and unavoidable. If the City of Signal Hill approves and permits the work required by this mitigation measure, the City of Long Beach shall review the approval and permitted scope of work to determine if it is “feasible” for the purposes of CEQA.



Section 3.5, Transportation, page 3.5-26:

Therefore, such improvements are within the responsibility and jurisdiction of another public agency and not the City of Long Beach, and Mitigation Measures TRAN-4 and TRAN-5 are potentially legally infeasible under CEQA Guidelines 15091(a)(2) and Section 15091(a)(3). Only feasible mitigation measures can be legally imposed pursuant to CEQA Guidelines Section 15091(d), Section 15097(a), and Section 15126.4(a)(5). Therefore, ~~these~~ impacts ~~are considered~~ remain significant and unavoidable. If Caltrans approves and permits the work required by this mitigation measure, the City of Long Beach shall review the approval and permitted scope of work to determine if it is “feasible” for the purposes of CEQA.

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