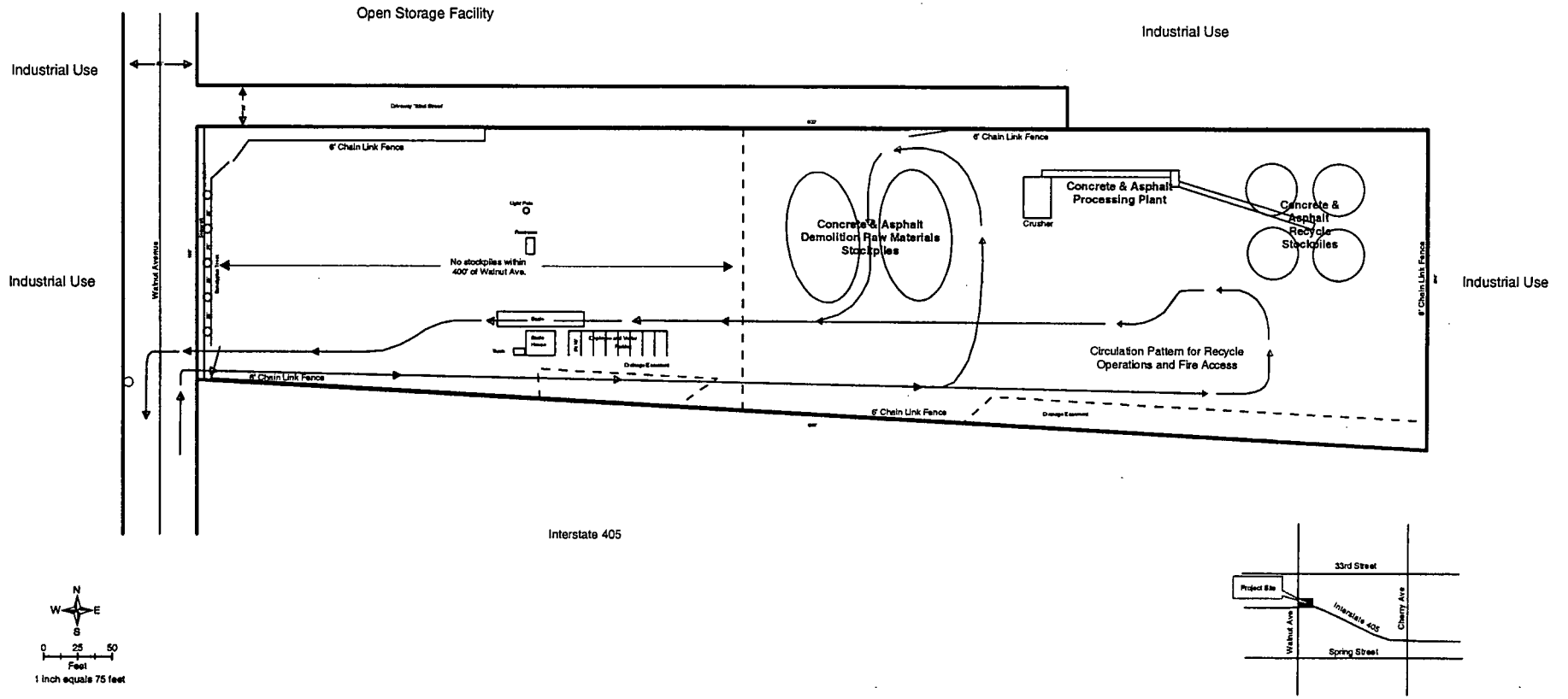
Hanson Aggregates
Walnut Avenue Recycle Operations



Site Plan Revised March 10, 2005

Attachment 1

AGENDA ITEM NO. 3

Case No. 0405-26 (CUP)
ND No. 21-04

CITY OF LONG BEACH

DEPARTMENT OF PLANNING & BUILDING
333 W. OCEAN BLVD. LONG BEACH, CA 90802 (562) 570-6194

January 20, 2005

CHAIRMAN AND PLANNING COMMISSIONERS
City of Long Beach
California

SUBJECT: Request to Allow an Asphalt and Concrete Recycling and Crushing Operation in the General Industrial (IG) Zone District (Council District 7)

LOCATION: 1630-1660 E 32nd Street

APPLICANT: Warren Coalson
3511 Camino Del Rio S., Suite 403
San Diego, California 92108

RECOMMENDATION

1. Certify Negative Declaration 21-04, and
2. Approve Conditional Use Permit, subject to conditions

REASON FOR RECOMMENDATION

1. The relatively isolated location of the facility next to the freeway and generally surrounded by other industrial uses limit the potential for the proposed use to negatively affect the community.
2. A similar use operated adjacent to this facility for a number of years without adversely impacting nearby properties.

BACKGROUND

This item is continued from the December 16, 2004 hearing. The applicant requested the continuance to allow additional time to work with interested parties who had expressed concerns about the project.

Attachment 2

The subject site is located on the south side of 32nd Street (a private easement) between Walnut Avenue and Cherry Avenue, and adjacent to the San Diego Freeway. The site is approximately 897 feet long and wedge shaped. It has 185 feet of frontage along Walnut Avenue and is 4.27 acres in area. The site is completely surrounded by other industrial uses. It is adjacent to the City of Signal Hill at its northwest corner and across Walnut Avenue (see attached vicinity map). The subject site is approximately 650 feet from the California Heights Historic neighborhood. John Burroughs Elementary School is approximately 750 feet from the site and Recreation Park is located within 3 blocks of the site.

In October 1994, EcoPave, requested approval of a Standards Variance to replace Blue Diamond, an older, legal non-conforming asphalt batch plant that had been on the site since 1915, with a larger facility. The property at that time was in the ML or Limited Manufacturing Zone District. That request was approved by the Planning Commission. An appeal was filed in December 1994, and the decision of the Planning Commission to allow the replacement of the Blue Diamond Plant was sustained by the City Council.

The property was rezoned IG, or General Industrial, the City's most intensive industrial zone, in 1995. In mid-1990, Hanson Aggregates Pacific Southwest, Inc. purchased the entire property. The rear half of the site was subleased to Sully Miller. Sully Miller conducted hot mix asphalt and recycling of asphalt products operations. Sully Miller allowed their business license to expire and lost their legal non-conforming right to operate the asphalt batch plant at this location without having a conditional use permit. (The applicant has reported that Sully Miller has now vacated the site).

The applicant is requesting permission to operate their business, which involves the crushing of concrete and asphalt for road construction materials. The recycled materials are brought to the site by truck, deposited and stockpiled for indefinite periods of time, when adequate amounts of material have collected, mobile equipment is brought to the site and the asphalt and concrete are crushed. The material is then trucked back out of the facility and used principally as road base. The proposed plant will operate 5 days a week, 8 ½ hours a day from 7:00 a.m. until 3:30 p.m. They anticipate accepting 20-40 incoming truckloads of material per day. No hazardous material will be accepted and a condition of approval will require that the applicant provide an inspection plan to ensure that hazardous materials are not dumped at the site. Additionally, other ancillary services trips are expected to occur at the site on a daily basis. Additional trips would be generated when the recycled materials are ready to be trucked out, but these truck trips would occur on an irregular basis. The applicant has indicated the truck size will not exceed five axles.

In addition to the above mentioned conditions of approval the applicant will also be required to submit Best Management Practices Plans (NPDES, SW3P, and/or SUSMP) for Building Bureau approval. These practices will employ strategies aimed at preventing

noise pollution, dust prevention, and prevention of particulate matter from entering the storm drain system etc.

In addition to a Noise Analysis prepared by LSA Associates for Negative Declaration 21-04, several Planning staff members observed noise levels at a separate Hanson crushing operation. Staff observed noise levels at several distances from the crushing equipment and determined noise levels acceptable for an industrial zone at distances that represented the project site perimeters and minimal at distances representing the location of John Burroughs Elementary School, approximately 750 feet from the site.

This use is conditionally permitted in the IG Zone. This Conditional Use Permit request only covers the proposed asphalt and concrete recycling and crushing operation as analyzed in Negative Declaration 21-04. In the future, if the applicant wishes to intensify current use, or an additional use is proposed, separate entitlements and environmental approvals will need to be considered.

Adjacent land uses consist of heavy and light industrial uses. The following Land Use Table clarifies the adjacent uses.

	ZONING	GENERAL PLAN DESIGNATION	LAND USE
Subject	General Industrial	Land Use Designation 9G	Industrial
North	General Industrial	Land Use Designation 9G	Industrial
South	Public Right of Way	San Diego Freeway	Freeway
East	General Industrial	Land Use Designation 9G	Industrial
West	Light Industrial	Land Use Designation 9G	Light Industrial

The applicant is currently conducting a recycling operation on City owned land at 2840 California Avenue. However, the City is proposing to use this location for a sports park and has asked the applicant to relocate before the end of 2004 by finding an alternative site for their facility.

CURRENT ACTION REQUESTED

The current request is for approval of a Conditional Use Permit to allow crushing and recycling of concrete and asphalt products in addition to the stockpiling of these materials. Pursuant to the Industrial Use Table in the Zoning Code, operations that engage in the manufacturing of asphaltic materials for either roofing or paving, require a Conditional Use Permit in the General Industrial Zone District.

CONDITIONAL USE PERMIT FINDINGS

A. THE APPROVAL IS CONSISTENT WITH AND CARRIES OUT THE GENERAL PLAN, ANY APPLICABLE SPECIFIC PLANS SUCH AS THE LOCAL COASTAL PROGRAM AND ALL ZONING REGULATIONS OF THE APPLICABLE DISTRICT.

Land Use Designation 9G is the most intensive industrial zone in the City. It was established in order to maintain a strong industrial component in the City and to ensure a zone for a wide range of types of industrial uses. Further, the General Plan indicates that no legitimate industrial activity with either indoor or outdoor operations be prohibited as long as it operates in a manner consistent with all applicable safety, environmental, and zoning regulations. Staff believes this use in conjunction with the Conditions of Approval and the Mitigation measures required by the Negative Declaration should adequately ensure that the proposed use will meet both Zoning Regulations as well as the intent of the General Plan.

B. THE PROPOSED USE WILL NOT BE DETRIMENTAL TO THE SURROUNDING COMMUNITY INCLUDING PUBLIC HEALTH, SAFETY OR GENERAL WELFARE, ENVIRONMENTAL QUALITY OR QUALITY OF LIFE.

The proposed use, although under different ownership has basically been on-site since 1915, when Blue Diamond operated at this site. The impact of this use has been well integrated by the adjacent industrial community in that period of time. Further, the Negative Declaration has included mitigations measures intended to minimize any potential negative impacts. Those measures include restricted locations for all stockpiled materials. Additionally, the Conditions of Approval have echoed those measures and incorporated additional conditions to minimize impacts to the surrounding community.

C. THE APPROVAL IS IN COMPLIANCE WITH THE SPECIAL CONDITIONS OR SPECIFIC CONDITIONAL USES, AS LISTED IN CHAPTER 21.52.

Section 21.52.410 of the Municipal Code requires the following:

A. The proposed use, and the siting and arrangement of that use on the property, will not adversely affect surrounding uses nor pose adverse health risks to persons working and living in the surrounding area.

Negative Declaration 21-04 has been prepared for the proposed project. It cites the potential for negative visual impact upon the surrounding community but has determined that these impacts can be reduced to a less than significant amount if the proposed mitigation measures are employed.

Those mitigation measures include the siting of the stockpiles 250 feet or more from the western property line (Walnut Avenue).

B. Adequate permitting and site design safeguards will be provided to ensure compliance with the performance standards for industrial uses contained in Section 21.33.090.

Conditions of approval will include a condition (#6), which will require that the applicant request an annual inspection by City inspectors to ensure that the operation remains in compliance with the performance standards designated in Section 21.33.090.

A Statewide Air Quality Management District Portable Equipment Registration is required for the operation of a portable crushing and screening plant on site.

C. Truck traffic and loading activities associated with the business will not adversely impact surrounding residential neighborhoods.

A traffic study prepared for this project has determined that the proposed use will not create or exacerbate a level of service impact at the local intersections in Long Beach. Further, it has determined that no traffic circulation improvements will be required to offset the potential project impacts.

Condition No. 42 states, "The applicant shall direct all truck traffic to use Walnut Avenue south of the site to travel to the nearest designated Truck Routes (Spring St., Cherry Ave., and the 405 Freeway)."

D. Businesses involved with hazardous waste treatment, hazardous waste disposal, or hazardous waste transfer shall comply with the following location requirements:

1. The use shall not be located within two thousand feet (2,000') of any residential zone or use, any hotel or motel, any school or day care facility, any hospital or convalescent home, church or similar facility, or any public assembly use.
2. The use shall not be located within one hundred feet (100') of any known earthquake fault, or within a fault hazard or flood hazard zone identified by the State of California.
3. The use shall not be located on any land subject to liquefaction, as identified in the Seismic Safety Element of the General Plan,

unless appropriate soils remediation occurs as required by the City Engineer.

The proposed use accepts only non-hazardous demolition materials from trucks. Further, precautions are taken to ensure that hazardous materials are not present. Signs are posted at the site entrance to inform truck drivers of acceptable and non-acceptable materials and trucks are visually inspected to prevent non-acceptable materials from entering the facility.

PUBLIC HEARING NOTICE

Twenty-four Notices of Public Hearing were mailed on or before November 24, 2004 to property owners within a 300-ft. radius of the property. In addition, the elected representative of the 7th Council District was notified, as were appropriate neighborhood groups, including California Heights Neighborhood Association and Eco-Link. Staff has received several calls from the public, many of whom have expressed concern about the use.

REDEVELOPMENT REVIEW

The project is not located within a Long Beach Redevelopment Project area.

ENVIRONMENTAL REVIEW

A Negative Declaration, No. 21-04, for the proposed action, dated December 2, 2004, has been prepared and attached for certification with this staff report. The Negative Declaration cites the following mitigation measure(s):

To prevent aesthetic degradation locate all stockpiled material at least 250 feet from Walnut Avenue. This measure has been included in the Conditions of Approval (see Condition No. 28).

IT IS RECOMMENDED THAT THE PLANNING COMMISSION

1. Certify Negative Declaration No. 21-04; and

2. Approve Conditional Use Permit, Case 0405-26 subject to conditions.

Respectfully submitted,

FADY MATTAR
ACTING DIRECTOR OF PLANNING AND BUILDING

By: _____
SCOTT MANGUM
PLANNER

Approved: _____
CAROLYNE BIHN
ZONING ADMINISTRATOR

Attachments:

1. CONDITIONS OF APPROVAL
2. NEGATIVE DECLARATION
3. PHOTOGRAPHS AND SITE PLAN

CUP Case No. 0405-26
January 20, 2005

CONDITIONAL USE PERMIT
CONDITIONS OF APPROVAL

Case No. 0405-26
Date: January 20, 2005

1. The use permitted hereby on the site, in addition to other uses permitted in the General Industrial (IG) Zone District, shall be an Asphalt/Concrete Recycling and Crushing operation as depicted on plans dated January 12, 2005 and attached.

2. This permit and all development rights hereunder shall **terminate one year** from the effective date (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date) of this permit unless construction is commenced, a business license establishing the use is obtained or a time extension is granted, based on a written and approved request submitted prior to the expiration of the one year period as provided in Section 21.21.406 of the Long Beach Municipal Code.

3. This permit shall be invalid if the owner(s) and applicant(s) have failed to return **written acknowledgment** of their acceptance of the conditions of approval on the *Conditions of Approval Acknowledgment Form* supplied by the Planning Bureau. This acknowledgment must be submitted within 30 days form the effective date of approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date). Prior to the issuance of a building permit, the applicant shall submit a revised set of plans reflecting all of the design changes set forth in the conditions of approval to the satisfaction of the Zoning Administrator.

4. If, for any reason, there is a **violation of any of the conditions** of this permit or if the use/operation is found to be detrimental to the surrounding community, including public health, safety or general welfare, environmental quality or quality of life, such shall cause the City to initiate revocation and termination procedures of all rights granted herewith.

5. In the event of **transfer of ownership** of the property involved in this application, the new owner shall be fully informed of the permitted use and development of said property as set forth by this permit together with all conditions which are a part thereof. These specific requirements must be recorded with all title conveyance documents at time of closing escrow.

6. This approval is required to comply with these conditions of approval as long as the use is on the subject site. As such, the site shall allow **periodic re-inspections**, at

the discretion of city officials, to verify compliance. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by City Council (Sec. 21.25.412, 21.25.212).

7. All operational conditions of approval of this permit **must be posted** in a location visible to the public, in such a manner as to be readable when the use is open for business.

8. All conditions of approval **must be printed** verbatim on all plans submitted for plan review to the Planning and Building Department. These conditions must be printed on the site plan or a subsequent reference page.

9. The Director of Planning and Building is authorized to make **minor modifications** to the approved design plans or to any of the conditions of approval if such modifications shall not significantly change/alter the approved design/project and if no detrimental effects to neighboring properties are caused by said modifications. Any major modifications shall be reviewed by the Zoning Administrator or Planning Commission, respectively.

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

11. All landscaped areas must be maintained in a neat and healthy condition, including public parkways and street trees. Any dying or dead plant materials must be replaced with the minimum size and height plant(s) required by Chapter 21.42 (Landscaping) of the Zoning Regulations. At the discretion of city officials, a yearly inspection shall be conducted to verify that all irrigation systems are working properly and that the landscaping is in good healthy condition. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by City Council.

12. The property shall be developed and maintained in a neat, quiet, and orderly condition and operated in a manner so as not to be detrimental to adjacent properties and occupants. This shall encompass the maintenance of exterior facades of the building, designated parking areas serving the use, fences and the perimeter of the site (including all public parkways).

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

14. The operator of the approved use shall **prevent loitering** in all parking and landscaping areas serving the use during and after hours of operation. The operator must clean the parking and landscaping areas of trash debris on a daily basis. Failure to do so shall be grounds for permit revocation. If loitering problems develop, the Director of Planning and Building may require additional preventative measures such as but not limited to, additional lighting or private security guards.

15. **Energy conserving equipment**, lighting and construction features shall be utilized on the building.

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

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

18. Approval of this development project is expressly conditioned upon payment (prior to building permit issuance or prior to Certificate of Occupancy, as specified in the applicable Ordinance or Resolution for the specific fee) of impact fees, connection fees and other similar fees based upon additional facilities needed to accommodate new development at established City service level standards, including, but not limited to, sewer capacity charges, Park Fees and Transportation Impact Fees.

19. Applicant to obtain business license prior to beginning operations.

20. The applicant shall demolish and reconstruct curb(s), gutter(s), driveway(s), sidewalk(s), wheelchair ramp(s) roadway and alley pavement to the satisfaction of the Director of Public Works, prior to obtaining business license.

21. The applicant shall provide street trees to the satisfaction of the Director of Public Works prior to obtaining business license.

22. Any off-site improvements found damaged as a result of construction activities shall be reconstructed by the Developer to the satisfaction of the Director of Public Works prior to obtaining business license.

23. The developer shall remove any unused driveways and replace with standard full height curb and reconstruct the driveway on Walnut Avenue to City specifications and standards and to the satisfaction of the Director of Public Works, prior to obtaining business license.

24. The developer shall submit grading plans with hydrology and hydraulic calculations

showing building elevations and drainage pattern(s) and slope(s) for review and approval by the Director of Planning and Building/Director of Public Works, prior to the issuance of a building permit.

25. Applicant to ensure that the building and all facilities will be accessible to and usable by the physically disabled per Title 24, California Code of Regulations.

26. Applicant to obtain Fire Prevention Bureau approval stamp and signature on all final plans.

27. Applicant shall locate all stockpiled materials no closer to the west property line (Walnut Avenue) than 400' and such stockpiles (crushed and uncrushed materials) shall not exceed a height greater than 25'.

28. Applicant shall provide code complaint parking. All parking areas serving the site shall be paved and meet the minimum standards for legal parking spaces pursuant to Section 21.41 of the Municipal Code.

29. Demolition, site preparation and construction activities shall be limited to the hours between 7:00 a.m. and 5:00 p.m. Monday through Friday (except the pouring of concrete, which may occur as needed), and conducted in a manner which minimizes dust.

30. All required utility easements shall be provided for to the satisfaction of the concerned department or agency.

31. Prior to obtaining a business license Hanson Aggregates, the property owner, shall require that any other businesses operating at this site obtain all required permits and licenses to operate in the City, including business licenses.

32. Applicant to submit Best Management Practices NPDES, SW3P, and/or SUSMP plans to the Department of Planning and Building approval. These plans to include but not be limited to the construction phase, material delivery and storage, solid waste management, hazardous waste management, contaminated soil management, concrete waste management, vehicle and equipment maintenance/cleaning as applicable.

33. Noise levels not to exceed those permitted by the Long Beach Municipal Code.

34. Operator to submit incoming truck inspection plan to the Department of Planning and Building for approval to ensure that no hazardous materials are accepted at site.

35. Crushing operation shall not be located closer than 400' from the front (Walnut Ave.) property line. On days when the crusher is in operation, it shall operate only between 7:00 am and 3:30 pm. Crushing operations shall not occur more than 15 days per month.

36. Any change in use, hours of operation, change of location of stockpiles or equipment, volume of material to be stockpiled will require a modification of the existing Conditional Use Permit.

37. The applicant shall water down the stockpiles as necessary to prevent dust conditions. During high wind (described as 25 mph except when those winds are accompanied by rain) conditions, water shall be applied once per hour.

38. Applicant shall submit a, drainage and particulate containment plan for the discretionary approval of the Director of Public Works.

39. Applicant shall obtain all necessary discharge permits from the California Regional Water Control Board.

40. Operations are permitted only when all pollution control equipment is effective and operable. In the event that any equipment is not functioning properly, resulting in noise, pollution, emission, etc., the facility shall be completely shut down and operations cease until such time as the equipment is in full working order again.

41. The applicant shall direct all truck traffic to use Walnut Avenue south of the site to travel to the nearest designated Truck Routes (Spring St., Cherry Ave., and the 405 Freeway). The use of Walnut Avenue north of the site, Orange Avenue, 33rd Street or Wardlow Road is prohibited due to potential impacts on residential, commercial, and school land uses.

42. Applicant shall plant fast growing, tall trees, such as Eucalyptus Citriodora, 25' on center along the west and north property line of the site with automatic irrigation prior to obtaining business license.

43. Applicant shall maintain the nine ft. easement between the south side of 32nd Street and the fence (easement).

44. Streets shall be swept as needed, but not more frequently than hourly, if visible soil material has been carried onto Walnut Avenue.

45. Trucks shall be visually inspected prior to leaving the site and loose dirt shall be washed off with wheel washers as necessary.

46. Traffic speeds on all unpaved roads shall not exceed 15 mph.

47. The operator shall comply with the following best available control measures outlined in Table 1 and Table 2 of SCAQMD Rule 403:
    - Obtain an AQMD permit for crushing equipment and follow all permit conditions.
    - Pre-water material prior to loading into crusher.
    - Monitor crusher emissions opacity.
    - Apply water to crushed material to prevent dust plumes.
    - Use tarps or other suitable enclosures on haul trucks.
    - Check belly-dump truck seals regularly and remove trapped rocks to prevent spillage.
    - Provide water while loading and unloading to reduce visible dust plumes.
    - Add or remove material from downwind portion of stockpiles as necessary.
    - Maintain stockpiles to avoid steep sides of faces.
    - Empty loader bucket such that no visible dust plumes are created when loading trucks.
    - Ensure that the loader bucket is close to the truck to minimize drop height while loading.
    - To minimize fugitive dust from open stockpiles the operator shall: Apply chemical stabilizers; or apply water to at least 80 percent of the surface area of all open stockpiles on a daily basis when there is evidence of wind driven fugitive dust; or install temporary coverings; or install a three-sided enclosure with walls with no more than 50 percent porosity which extend, at a minimum, to the top of the pile.

48. Operator shall not accept aggregate loads with greater than five percent (5%) soil.

49. No more than one crusher shall operate on site at a time.

50. Operator shall visibly inspect each load for signs of materials other than concrete or asphalt (miscellaneous trash, fuels, solvents, piping, wood, etc.) and shall not accept any material that is suspected of containing hazardous products.

51. The total number of truck trips to and from the site shall be limited to 80 per day (40 trucks total) as analyzed in Negative Declaration 21-04.

52. The Applicant shall comply with AQMD Rule 1157, which regulates PM10 emission reductions from Aggregate and Related Operations.

53. The applicant shall submit a landscape plan for the Walnut Ave. street frontage to the satisfaction of the Director of Planning and Building.

54. During the first year, the applicant shall submit to the Director of Planning and Building quarterly noise and dust monitoring reports prepared by a third party testing firm to be approved by the Director of Planning and Building. If after one year of operation the Director of Planning and Building wishes to require additional mitigation, a noticed public hearing shall be conducted by the Planning Commission to consider such changes.

55. Incident to the first crush operation under this conditional use permit, Hanson shall engage a consultant approved by the Director of Planning and Building to monitor the dust and noise resulting from this operation using established monitoring protocols and prepare and deliver to Planning and Building Director a written report of such results, together with recommendations, if any, for improved measures to more effectively comply with the conditions of this Permit and other related applicable regulations.

DRAFT DRAFT

CITY PLANNING COMMISSION MINUTES

JANUARY 20, 2005

The regular meeting of the City Planning Commission convened Thursday, January 20, 2005, at 1:38pm in the City Council Chambers, 333 W. Ocean Boulevard.

PRESENT: COMMISSIONERS: Charles Winn, Charles Greenberg, Nick Sramek, Leslie Gentile, Morton Stuhlbarg

ABSENT: EXCUSED: Matthew Jenkins, Mitch Rouse

CHAIRMAN: Morton Stuhlbarg

STAFF MEMBERS PRESENT: Greg Carpenter, Planning Manager
Carolyne Bihn, Zoning Officer
Angela Reynolds, Advance Planning
Lynette Ferenczy, Planner
Joe Recker, Planner
Derek Burnham, Planner
Scott Mangum, Planner

OTHERS PRESENT: Mike Mais, Assistant City Attorney
Layne Johnson, Cultural Heritage Comm.
Cindy Thomack, Hist. Preservation Ofcr.
Marcia Gold, Minutes Clerk

PLEDGE OF ALLEGIANCE

Commissioner Sramek led the pledge of allegiance.

SWEARING OF WITNESSES

CONSENT CALENDAR

The consent calendar was approved as presented by staff on a motion by Commissioner Winn, seconded by Commissioner Sramek and passed 5-0. Commissioners Jenkins and Rouse were absent.

1A. Case No. 0410-36, Conditional Use Permit, CE 04-223

Applicant: Nextel Communications c/o Spectrasite Communications, Maria Jauregui, Rep.
Subject Site: 4400 Cherry (Council District 8)

Description: A Conditional Use Permit to construct and maintain a wireless telecommunications facility, consisting of a seventy foot (70') high monopine antenna structure with accessory equipment

Approved the Conditional Use Permit, subject to conditions.

1B. Case No. 9807-02 (Mod #4); Modification to an approved permit; General Plan Amendment, Site Plan Review, Planned Development Ordinance Amendment

Applicant: Long Beach Self Storage, LLC
Subject Site: 2506 Atlantic Avenue and 434 E. Willow St. (Council District 6)
Description: Request to modify an approved Site Plan Review relating to the perimeter walls, landscaping, parking and exterior building finish for a commercial self-storage facility on the Old Pacific Electric right-of-way (Case No. 9807-02).

Continued to the February 3, 2005 meeting.

1C. Case No. 0408-12, Standards Variance, Site Plan Review, ND 23-04

Applicant: Dennis Eschen, Dept. of Parks, Recreation and Marine
Subject Site: 1321 E. Anaheim Street (Council District 6)
Description: Site Plan Review for the construction of a community theater and a request for Standards Variances related to the lot coverage and parking requirements.

Certified Negative Declaration 23-04 and approved the Standards Variances and Site Plan Review, subject to conditions.

1D. Case No. 0410-38, Tentative Parcel Map, CE 04-224

Applicant: Boeing Realty Corporation c/o Ron Curry of Adam Streeter Civil Engineering Inc.
Subject Site: Railroad right-of-way north of Wardlow Road and south of Lakewood municipal boundary (Council District 5)
Description: Tentative Parcel Map to subdivide a former railroad right-of-way between the City of Long Beach and the City of Lakewood.

Approved Tentative Parcel Map No. 62126, subject to conditions of approval.

R E G U L A R A G E N D A
The following item was taken out of order

6. Case No. 0411-09, Administrative Use Permit, CE 04-232

Applicant: Basic Fibers, Inc., Mayra Romero, Rep.
Subject Site: 2500-20 Santa Fe Avenue (Council Dist. 7)
Description: An Administrative Use Permit to allow the operation of a recycling collection center for cans and bottles (staff attended).

Since the applicant had asked that the item be continued, testimony was taken from those speakers who could not attend the February 17, 2005 meeting:

John Deats, 3600 Pacific Avenue, spoke against the recycling center saying it would cause an unavoidable stench in the neighborhood.

Evelyn Knight, 2521 Cota, also spoke against the center, citing traffic, smell and school proximity issues, and she suggested the center set up in a more appropriate industrial area.

Mary Stenson, 2529 Cota, spoke against the project, saying it could create loitering problems with customers, and might interfere with emergency vehicle access to the area.

Harry Jobe, 2171 Baltic Avenue, also spoke against the project, in agreement with the previous speakers.

Commissioner Sramek moved to continue the item to the 2/17 meeting. Commissioner Greenberg seconded the item, which passed 5-0. Commissioners Jenkins and Rouse were absent.

C O N T I N U E D I T E M S

2. Case No. 0410-18, Conditional Use Permit, Sign Standards Waiver, Site Plan Review, CE 04-215

Applicant: Long Beach Towne Center PO, LLC
c/o Kerr Project Services
Subject Site: 7681 Carson Boulevard (Council District 5)
Description: A Conditional Use Permit and Site Plan Review to construct a new 4,659 square foot fast food

restaurant with a drive-through lane and a Sign Standards Waiver for a pre-menu board.

Lynette Ferenczy presented the staff report recommending approval of the requests, since the proposed use was compatible with the architecture of the shopping center and other surrounding commercial uses; positive findings could be made to support the requests; no negative environmental impacts were expected, and because the developer has agreed to make general traffic improvements.

Michael Garner, 5 Stonebrook, Aliso Viejo, 92656, Regional Director, Vestar Management, stated that they were in agreement with the staff recommendations and were willing to work with the city on any traffic concerns.

Greg Lawless, 12 Argose, Laguna Niguel, Chick-Fil-A representative, stated he was available for questions.

Commissioner Winn moved to approve the Conditional Use Permit, Site Plan Review and Sign Standards Waiver, subject to conditions. Commissioner Sramek seconded the motion, which passed 5-0. Commissioners Jenkins and Rouse were absent.

3. Case No. 0405-26, Conditional Use Permit, ND 21-04

Applicant: Warren Coalson
Subject Site: 1630-1660 E. 32nd Street (Council Dist. 7)
Description: Request to allow an asphalt and concrete recycling and crushing operation in the General Industrial (IG) Zone District.

Scott Mangum presented the staff report recommending certification of the Negative Declaration and approval of the Conditional Use Permit since the relatively isolated location of the facility limited the potential for negative impacts on the community, and since a similar use had operated adjacent to this facility for a number of years without adverse impacts.

In response to a query from Commissioner Sramek, Angela Reynolds confirmed that all concerns expressed by the City of Signal Hill except the one asking for an indoor operation had been addressed.

Marvin Howell, 9255 Ventana Way, San Diego, Director of Land Use Planning, Hanson Aggregates, gave an overview of the international company and showed a slide presentation of the

operation, noting that this smaller site would replace a larger quarry while moving to make way for a City sports park. Mr. Howell stated they were constantly addressing community concerns with ongoing outreach meetings, and asked that they be allowed to place landscaping instead of a block wall on the western border of the site.

In response to queries from Commissioner Sramek, who also noted he had spoken with applicant Lindell Marsh, Mr. Howell explained that they did have emergency procedures for possible toxic contamination, but that the bulk of their incoming materials were very low risk and employees had been trained to look for problems. Mr. Howell further outlined the watering down procedures, and said there would be no dust problems because the product was either cement, or too large to blow away.

Commissioner Greenberg referred to a letter of concern received from nearby business Certified Alloy, and Mr. Howell explained that their concerns regarded the former operator of the asphalt site, not Hanson, who made concrete aggregate.

Commissioner Winn, who also noted he had spoken to Mr. Marsh on the phone, questioned future development on the western edge of the site, and Mr. Howell stated they might develop it for a future tenant.

In response to a query from Commissioner Greenberg regarding enclosing the stockpiles, Mr. Howell declared such a requirement would make the operation economically unfeasible. Mr. Greenberg added that he had spoken to Mr. Marsh and Rob Bellevue.

Lindell L. Marsh, 172 Westport, Newport Beach, 92660, applicant, reviewed the legal aspects of the CUP, the zoning and the industrial location, and said they believed the site was effectively buffered from the nearby residential area.

Mike Murchison, 3333 E. Spring Street, stated he was representing various property owners against the CUP, and said he felt truck traffic would impact Spring Street. Mr. Murchison also remarked that he thought the AQMD wouldn't allow relocation of the operation within 1000 ft. of a school, and he asked who would oversee enforcement of the conditions of approval.

Ray Pok, 7th District Council Office representative, said that the Cal Heights Neighborhood Assn had no objection to the project, with their only concern being potential dust and

traffic problems, but that they were satisfied with the mitigation measures proposed by the applicant.

Ira Cree, 3250 Cherry Avenue, objected to the project, citing potential dust and traffic issues, adding he did not feel it was compatible with surrounding uses.

Fred Riedman, 6475 E. Pacific Coast Hwy., adjacent property owner, also spoke against the project because of possible noise, dust and truck traffic issues, and said he felt it would create an adverse visual impact.

Rob Bellevue, 6018 E. Bayshore Walk, Walnut Street property owner, said he did not feel this was the best use for prime industrial property and added that he had talked to adjacent neighbors of the applicant's Orange County location who had complained about constant dust and noise. He also asked that if it was approved, the conditions of approval be monitored by an independent agency.

Charles Moore, 345 Bayshore Avenue, property owner adjacent to applicant's current site, stated that they never experienced problems with dust or smells and that the recycling of cement was important and would create area jobs.

Doug Coulter, 3416 Val Verde, area property owner and contractor, said he worked close to the current site and saw no problems with dust or traffic, and that he supported the project because the operation would dramatically lower local construction costs.

Robert Benard, 531 - 23rd Street, Manhattan Beach, said he felt the use did not have a right to be established in the zone unless it was approved by the Commission and was proven to not be detrimental to the surrounding neighborhood. Mr. Benard said the opponents felt this was a noisy outdoor mining operation that would be above grade unlike the applicant's current location, and therefore more visible. Mr. Benard added they felt this operation would drive away other area industries, and should be considered a discretionary use to be placed outside urban boundaries.

Bruce Flatt, 3830 N. Weston Place, Excel Paving, expressed support for the project because this type of recycled material needed to be available locally and cheaply.

Mr. Howell noted that his company had offered to make a presentation to the nearby school, which refused the offer, saying they had no concerns about the operation. He added that area residents also stated they had no concerns to discuss. Mr. Howell added that there would not be a lot of truck traffic, but that if any problems arose, their company had a truck safety program to deal specifically with community concerns.

Ms. Reynolds added that the AQMD requirement for a distance from schools with this kind of operation had not yet been formulated. Ms. Reynolds also noted that of the five changes to the conditions of approval suggested by the applicant, three were more restrictive than the staff recommendations, while two were less restrictive.

Tony Petros, 20 Executive Park, Irvine, discussed the traffic study analysis which cited a truck route in place that would not allow southbound traffic off the site.

In response to a query from Commissioner Sramek regarding the applicant's suggested changes to the conditions of approval, Mr. Howell explained that instead of the block wall, they wanted to plant fast-growing, tall plants to block the stockpile views on the west side, and they were asking for ten days a month to use the crusher, although they probably wouldn't use it that many days. Mr. Howell added that this request was consistent with the EIR, since it did not increase the hours of operation.

Chairman Stuhlbarg observed that it came down to a well-established applicant with a good track record providing an important service vs. local business and others concerned about area development.

Commissioner Greenberg agreed that the applicant was an international company with good reputation providing an environmentally useful process, with basic zoning that fit the request, but that on the negative side, there were a lot of unknowns regarding the actual impacts of dust and noise. Mr. Greenberg said he personally felt the project should go forward but that the conditions of approval needed to be fine-tuned for enforceability.

Commissioner Winn said he respected both sides, was impressed with the applicant's track record, and felt the conditions of approval were already airtight enough to address all objections. Mr. Winn added that he felt the block wall requirement should remain for noise and aesthetic reasons.

Commissioner Winn then moved to certify Negative Declaration 21-04 and to approve the Conditional Use Permit, subject to conditions as amended, eliminating the staff requirement for the block wall, but allowing the 10-15 crushing days per month as requested by the applicant; a height limit on the stockpiles down to 25'; moving those piles to the back half of the property, and a baseline crusher monitoring study.

Mr. Winn pointed out that not only the City but also the AQMD would monitor the conditions of approval and any complaints. Assistant City Attorney Mais added that the City already has the ability to revoke the CUP if the applicant were to violate any conditions of approval.

In response to a query from Commissioner Sramek regarding monitoring of dust and noise, Ms. Reynolds noted that the City could require the applicant to submit a quarterly monitoring report and survey to be approved by the Director of Planning and Building, and that the Health Department could monitor the noise issue.

Commissioner Winn said he was willing to accept an amendment to his motion, requiring quarterly monitoring of dust from the AQMD and noise from the City Health Department, with the condition that if the applicant could not solve any reported problems, their CUP would be revoked.

Mr. Mais suggested adding a condition requiring staff to return with a report card on the operation in one year, with the stipulation that if there were significant violations, the City would hold a revocation hearing. Mr. Winn agreed to the addition to the motion.

Commissioner Sramek seconded the motion, clarifying that the addition to the motion was that the applicant be required to contract with a third party technical company who would submit a quarterly dust and noise monitoring report to the Director of Planning and Building, who would bring the issue back before the Commission after one year, with recommendations, if needed, for any changes to the conditions of approval.

Applicant Howell asked if this requirement would be for one year only, since such monitoring promised to be an expansive undertaking.

Tony Chung, LSA, 20 Executive Park, Irvine, discussed the noise study he conducted for the proposed site and others in operation. Mr. Chung said that based on those readings, this specific operation would not generate a high level of noise since the area already had high ambient noise due to the adjacent freeway and other industrial activities. He added that the noise of operation would be less than ambient noise, except on the north side, where material stockpiles would provide a noise shield. Mr. Chung added that he did not feel the west side block wall would be at all beneficial since there was already a very high ambient noise on that side of the site.

Commissioner Gentile said she felt the block wall should remain for aesthetic reasons plus dust and truck noise control.

Commissioner Winn pointed out that if that side of the site was to be developed, the 8' high block wall would become a problem, and he suggested continuing the item to discuss all the ramifications of the issue.

Commissioner Greenberg observed that there was only anecdotal evidence from both sides, and that the weight of evidence did not preclude certification of the Negative Declaration. Mr. Greenberg said he felt the required monitoring would pick up any problems, even though at this point, there was no credible evidence that there would be such problems.

The question was called and the motion passed 5-0. Commissioners Jenkins and Rouse were absent.

R E G U L A R A G E N D A

4. Case No. 0411-22, Certificate of Appropriateness, Local Coastal Development Permit, CE 04-261

Applicant: Roger Kurath, Design 21
Appellants: Roger Kurath (appeal of Certificate of Appropriateness); Brad Bolger and Steve Westbrook (appeal of Local Coastal Development Permit)
Subject Site: 2767 E. Ocean Boulevard (Council Dist. 2)
Description: Hearing to consider an appeal of the Cultural Heritage Commission's decision to deny a Certificate of Appropriateness for new construction in the Bluff Park Historic District and an appeal of the Zoning Administrator's decision to approve a Local Coastal

Development Permit for the new construction of a single-family home.

Joe Recker presented the staff report recommending sustaining the decision of the Cultural Heritage Commission and denying the Certificate of Appropriateness while continuing the Local Coastal Development Permit, referring it to the Zoning Administrator for consideration of a revised application.

Cindy Thomack, Historic Preservation Officer, discussed the criteria by which the Certificate of Appropriateness had been denied.

Layne Johnson, Chair, Cultural Heritage Commission, discussed the project history and the basis for their evaluation of the specific development.

In response to queries from Commissioner Winn regarding the issue of massing, Mr. Johnson explained that three existing and more massive homes on Bluff Park had been designed within the context of the neighborhood, and were east of the then-established historic area, although he admitted that it would have been difficult to get the projects through the Cultural Heritage Commission today.

Mr. Winn expressed concern that the use of massing would become problematic in certain highly visible areas, and suggested that some sort of mathematical formula be developed to deal with this issue.

Mel Nutter, 200 Oceangate #850, representing the project proponent, stated he felt the home would be compatible with its surroundings, and that the opponents' petition misrepresented the actual project.

Roger Kurath, 4240 Via Marina #14, Design 21, Marina del Rey, 90292, applicant/appellant, said the home had been designed to reflect the area's famous architecture as well as to blend in with area homes. Mr. Kurath also noted that they had held extensive meetings with the Bluff Park Neighborhood Association as well as the Cultural Heritage Commission, making changes as requested in size, height, color, architectural appearance and landscaping to address concerns. Mr. Kurath also presented a detailed comparison of the actual project vs. the one presented to neighbors to support his claim that the information in the opponents' petition was incorrect.

Commissioner Gentile announced that she had to leave the meeting and would not be able to vote on the item, but that if it were to be continued, she would review all materials before the next hearing.

Doug Otto, 111 West Ocean, opposition representative, stated they were opposed to the appeal of the denial of the Certificate of Appropriateness and supportive of the appeal to granting the Local Coastal Development Permit.

Dr. Elbert Segelhorst, 2828 E. 1st Street, discussed cultural preservation of area homes.

Jill Aversa, 2695 E. 1st Street, said she felt the mass and volume of the proposed house was not in keeping with the ordinance governing historical districts.

John Romundsted, 2827 E. 1st Street, also spoke against the project, citing incompatibility with the Bluff Park district.

Meg Beatrice, 17 Temple Avenue also spoke against the project, saying that the actual volume and mass of the project was misrepresented because the interior courtyard, the difference between the finished floor and grade, and mass above the roof structure enclosed by parapet walls were not taken into consideration.

Isaac Waksul, 2695 E. 1st Street, Vice President, Bluff Park Neighborhood Association, presented a comparison between the mass of the largest existing area building and the proposed project, showing that it would be 75% more massive than average area homes.

Roger Kurath demonstrated that his drawings accurately represented the actual mass of the structure.

William Wynne, 333 W. Ocean Blvd., Cultural Heritage Commissioner and architect, acknowledged the confusion over the meaning of the ordinance.

Tim O'Shea, 3135 1st Street, stated that the neighborhood opposed the project not because it would block views, but because they felt it was just too big.

Ana Maria McGuan, 800 E. Ocean Blvd., #210, questioned why the applicant had received several previous City approvals throughout the design process.

Commissioner Sramek stated that he had talked to Ms. McGuan.

Mr. Mais noted that although it was not inappropriate to have Cultural Heritage Commissioners speak, these two Commissioners represented the minority view.

Brad Bolger, 100 Temple, said he felt the Bluff Park ordinance was very clear about mass and volume being in context with the area structures, and that this project far exceeded these objective criteria.

Ken Yankolevich, 3025 E. 2nd Street, stated that he supported growth in the neighborhood and thought that the majority of area homeowners were not aware of this issue, and that the negative opinion was a minority one.

Wendy Harn, 3214 E. 2nd Street, President, Bluff Park Neighborhood Association, said the neighborhood welcomed residential development in keeping with the ordinance. In response to a query from Commissioner Winn about allowing large expansions at the rear of properties, Ms. Harn stated that she felt it was more important to keep any visible appearance consistent.

Mel Nutter noted the differences in views on certain aspects of the historic preservation ordinance, and said he felt this project should be commended for not requiring any variances from zoning or building ordinances. Mr. Nutter said he thought it came down to conformity vs. compatibility, and that this applicant had made a responsible and responsive effort to enhance the neighborhood.

Mr. Otto stated that the purpose of the ordinance was to preserve and protect the historical style of the area, and that preservation of neighborhood compatibility should have more weight than development standards. He noted that the Cultural Heritage Commission had voted against the applicant three times, a fact which he felt was a piece of information that should be considered by the Commission in their decision.

Commissioner Greenberg complimented both sides on the quality of their presentation, adding that he felt the most significant issue was the subjective one of mass, and he expressed a desire for more time to absorb all the materials presented and to visit the site.

Commissioner Greenberg then moved to continue the item to the February 17, 2005 meeting to allow time to visit the site.

Commissioner Sramek echoed Mr. Greenberg's sentiments that these were two of best presentations ever given.

Commissioner Sramek seconded the motion.

Commissioner Winn asked staff to help authenticate the various statistics given during the hearing, especially if they would be used to make a final decision. Mr. Winn noted that even if this decision set a precedent, it would only do so for the one remaining lot.

Mr. Carpenter suggested that the applicant put up a silhouette of the building, and Mr. Kurath said it would only show the mass and volume, instead of the more important architectural reality.

Chairman Stuhlbarg said he was ready to make a decision but respected the motion on the floor.

Bahna Makeneni, 2 Open Brand, Rolling Hills, property owner, said she felt the project was designed within zoning requirements and she did not understand why there were any objections.

Commissioner Greenberg said he was having trouble visualizing where the house would look like in relation to the other homes.

Commissioner Winn withdrew his motion to continue the item.

Chairman Stuhlbarg moved to sustain the decision of the Cultural Heritage Commission and deny a Certificate of Appropriateness for new construction in the Bluff Park Historic District, and to approve the Local Coastal Development Permit.

Commissioner Sramek seconded the motion, saying he felt the house was out of proportion and context with the neighborhood.

Commissioner Greenberg said he was not yet ready to make a decision and would vote against the motion.

Commissioner Winn agreed, remarking that in his opinion, this one project would not bring the historic aspect of the neighborhood to its knees.

Mr. Mais noted that since the matter was on appeal, a tie vote would mean that the decision of the Cultural Heritage Commission would be the operative one.

The question was called. Commissioners Stuhlbarg and Sramek voted in favor of the motion, and Commissioners Greenberg and Winn voted against it, making the final vote a tie of 2-2. Commissioner Gentile had left the meeting and Commissioners Jenkins and Rouse were absent.

5. Case No. 0408-16, Administrative Use Permit, Standards Variance, ND 24-04

Applicant: Brooks College c/o Douglas Otto
Subject Site: 4825-4845 E. Pacific Coast Highway (Council District 4)
Description: Request to approve Administrative Use Permits to legalize approximately 18,000 sq.ft. of additional classroom floor area at Brooks College and utilize joint use of two off-site parking lots and approve Standards Variances to parking space size and terms of off-site parking.

Joe Recker presented the staff report recommending approval of the requests, since the project would continue to provide educational opportunities to residents; was not anticipated to cause adverse effects on the neighborhood; and would ensure a greater supply of off-street parking.

Al Nederhood, 17025 Brooklyn Avenue, Yorba Linda, applicant, outlined the community outreach efforts made to address problematic parking issues

Doug Otto, 111 W. Ocean Blvd., applicant representative, explained that they felt a parking fee would encourage students to seek alternate transportation. He added that they objected to the guard shack relocation requirement due to high cost, low student use, and loss of drive lane space, although they would consider putting in a card reader instead. Mr. Otto explained that the light requirement could create an annoyance for neighbors, and that the cost of putting burglar alarms in every interior office would be prohibitive. Mr. Otto announced that the conditionally required letter of agreement from the playhouse would be impossible to obtain because the group was concerned about losing their non-profit status if they maintained a parking contract with a for-profit institution.

Mr. Carpenter outlined staff's response to the applicant's requested changes, and reiterated that the condition to move the guard shack should remain unless the applicant removed the shack, moved the gate back and installed a card reader. Regarding the lighting, Mr. Carpenter noted that the requirements were from the Police Department, but that language could be added to allow the lighting to be installed to the satisfaction of the Police Department and the Director of Planning and Building.

Mr. Carpenter further explained that security requirements such as fish-eye viewers and solid core doors applied to new construction only, and that the burglar alarms would be required in interior accounting offices, not in secure storage areas.

Regarding the parking agreement with the playhouse, Mr. Carpenter noted that although the code required a deed restriction, it was flexible in allowing for a yearly written agreement, but that staff did not recommend granting any kind of relief on this condition for the Certificate of Occupancy.

Commissioner Greenberg moved to approve the Administrative Use Permit and Standards Variances, subject to conditions. Chairman Stuhlbarg seconded the motion, which passed 4-0. Commissioner Gentile had left the meeting and Commissioners Jenkins and Rouse were absent.

(Item #6 was heard out of order at the beginning of the meeting.)

7. Case No. 0410-08, Standards Variances

Applicants: James Meyer and Jayme Mekis
Appellants: Polly and Allen Thomas
Subject Site: 4109 Cedar Avenue (Council District 8)
Description: Appeal of the Zoning Administrator's decision to approve Standards Variance requests for a side yard setback of 4 feet (instead of not less than 6 feet), and a rear yard setback of 28 feet 6 inches (instead of not less than 30 feet).

Derek Burnham presented the staff report recommending denial of the appeal and upholding of the Zoning Administrator's decision to approve the Standards Variance requests since size of the lot, existing side yard setback and location of the garage created a hardship to meeting required setbacks.

Allen Thomas, 4121 Cedar Avenue, said he wanted the setback request denied because he felt there was plenty of lot space to use and no hardship involved for the applicant. Mr. Thomas complained that Ms. Mekis' status as a City employee had positively affected the outcome of her request.

Jayme Mekis, 4109 Cedar Avenue, applicant, noted that their house was already one of the smallest on the street, and the remodel was well within the building envelope. Ms. Mekis added that the planned design was more compatible and historically accurate to the neighborhood than the existing home, and that the small variance requested was also necessary for plumbing reasons. Ms. Mekis noted that the appellants were well aware of her employment status, and that she had gone out of her way to avoid any kind of special treatment.

James Meyer, 4109 Cedar Avenue, applicant, noted that the 18'' requested to attach the garage was a common improvement, and would help increase property values in the area.

John Deats, 3600 Pacific Avenue, suggested that the garage wall be moved to the addition instead of vice versa.

Allen Thomas, appellant, complained that his open space and air would disappear.

Mr. Mais remarked that the Planning Department had consulted with the City Attorney's office to avoid any kind of conflict of interest, and that they felt the final recommendation was fair to both parties.

Commissioner Sramek noted that he had met with the applicants and viewed the property. Mr. Sramek added that he usually voted to grant a variance when a house was out of conformity with current zoning, and would always vote to approve such a request when it involved continuation of a straight line down a house, which he felt was a standard and reasonable request.

Commissioner Sramek then moved to deny the appeal and to uphold the Zoning Administrator's decision to approve the Standards Variance requests.

Commissioner Greenberg observed that the City was tough on variances, but that view loss was not a valid reason to deny a variance, and that the applicants' solution seemed reasonable.

Commissioner Greenberg seconded the motion, which passed 4-0. Commissioner Gentile had left the meeting and Commissioners Jenkins and Rouse were absent.

MATTERS FROM THE AUDIENCE

There were no matters from the audience.

MATTERS FROM THE DEPARTMENT OF PLANNING AND BUILDING

There were no matters from the Department of Planning and Building.

MATTERS FROM THE PLANNING COMMISSION

There were no matters from the Planning Commission.

ADJOURN

The meeting adjourned at 8:31pm.

Respectfully submitted,

Marcia Gold
Minutes Clerk

CITY OF LONG BEACH

DEPARTMENT OF PLANNING AND BUILDING

333 West Ocean Boulevard, 5th Floor Long Beach, CA 90802 FAX (562) 570-6753

ENVIRONMENTAL PLANNING

$25.00 FILING FEE

NOTICE OF PREPARATION

To: Office of the County Clerk
Environmental Filings
12400 E. Imperial Highway, #1101
Norwalk, CA 90650

From: Community & Environmental Planning Division
Department of Planning and Building
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Date Mailed:

In conformance with Section 15082 of the State CEQA Guidelines, please post this notice for period of 20 days. Enclosed is the required fee of $25.00 for processing.

Notice is hereby given that the Long Beach City Planning Commission, Lead Agency for purposes of CEQA, proposes to adopt a Mitigated Negative Declaration for the project listed below:

1. **Project Location:**

   1630-1660 East 32nd Street

2. **Project Title:**

   Hanson Aggregates Recycling Operations

3. **Project Description:**

   Conditional Use Permit to establish a recycling center where concrete and asphalt demolition materials would be collected, stockpiled, and crushed.

4. Review period during which the Lead Agency will receive comments on the proposed mitigated Negative Declaration:

   Starting Date: November 24, 2004 Ending Date: December 15, 2004

5. Public Meeting of the Planning Commission

   Date: December 16, 2004

   Time: 1:30 p.m.

   Location: City Council Chambers
   Long Beach City Hall
   333 West Ocean Boulevard, Plaza Level

Attachment 3

6. Copies of the report and all referenced documents are available for review by contacting the undersigned, or on the web at: www.longbeach.gov/plan/pb/epd/er.asp

7. The site is not on any list as enumerated under Section 65965.5 of the California Government Code.

8. The Initial Study may find significant adverse impacts to occur to the following resource areas:

   Aesthetics, Air Quality, Noise, Land Use/Planning, Transportation

9. The Negative Declaration has no significant impacts to occur.

For additional information contact:

Scott Mangum
Planner
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

AGENDA ITEM No. NEGATIVE DECLARATION

CITY OF LONG BEACH
PLANNING COMMISSION

MITIGATED NEGATIVE DECLARATION

PROJECT:

I. TITLE:

Hanson Aggregates Recycling Operations

II. PROPONENT

Warren Coalson
3511 Camino Del Rio Street, Suite 403
San Diego, CA 92163

III. DESCRIPTION

Conditional Use Permit to establish a recycling center where concrete and asphalt demolition materials would be collected, stockpiled, and crushed.

IV. LOCATION

1630-1660 East 32nd Street

V. HEARING DATE & TIME

December 16, 2004

VI. HEARING LOCATION

City Council Chambers
Long Beach City Hall
333 West Ocean Boulevard, Plaza Level

FINDING*:

In accordance with the California Environmental Quality Act, the Long Beach City Planning Commission has conducted an Initial Study to determine whether the following project may have a significant adverse effect on the environment. On the basis of that study, the Commission hereby finds that the proposed project will not have a significant adverse effect on the environment and does not require the preparation of an Environmental Impact Report because the Mitigation Measures described in the initial study have been added to the project.

Signature: _____ Date: _____

* If you wish to appeal the appropriateness or adequacy of this document, address your written comments to our finding that the project will not have a significant adverse effect on the environment: (1) identify the environmental effect(s), why they would occur, and why they would be significant, and (2) suggest any mitigation measures which you believe would eliminate or reduce the effect to an acceptable level. Regarding item (1) above, explain the basis for your comments and submit any supporting data or references.

This document and supporting attachments are provided for review by the general public. This is an information document about environmental effects only. Supplemental information is on file and may be reviewed in the office listed above. The decision making body will review this document and potentially many other sources of information before considering the proposed project.

Hanson Aggregates Recycling Operations

INITIAL STUDY

Prepared by:

City of Long Beach
Community and Environmental Planning
3West Ocean Boulevard, Fifth Floor
Long Beach, California 0

INITIAL STUDY

1. **Project title:**

   Hanson Aggregates Recycling Operations

2. **Lead agency name and address:**

   Long Beach Planning Commission
   333 West Ocean Boulevard
   Long Beach, CA 90802

3. **Contact person and phone number:**
   Scott Mangum
   Planner
   City of Long Beach

4. **Project location:**

   1630-1660 East 32nd Street

5. **Project sponsor's name and address:**

   Warren Coalson
   3511 Camino Del Rio Street, Suite 403
   San Diego, CA 92163

6. **General Plan:**

   LUD #9G - General Industry

7. **Zoning:**

   General Industrial - IG

8. Description of project:

Conditional Use Permit to establish a recycling center where concrete and asphalt demolition materials would be collected, stockpiled, and crushed. Materials would be brought by truck, inspected for appropriate contents, then stockpiled for a period of time before being crushed by mobile equipment brought to the site.

A possible future second phase for the project involving an asphalt batch plant is not yet defined enough to evaluate at this time. The possible future phase is not considered in this document and may require further environmental review.

9. Surrounding land uses and setting:

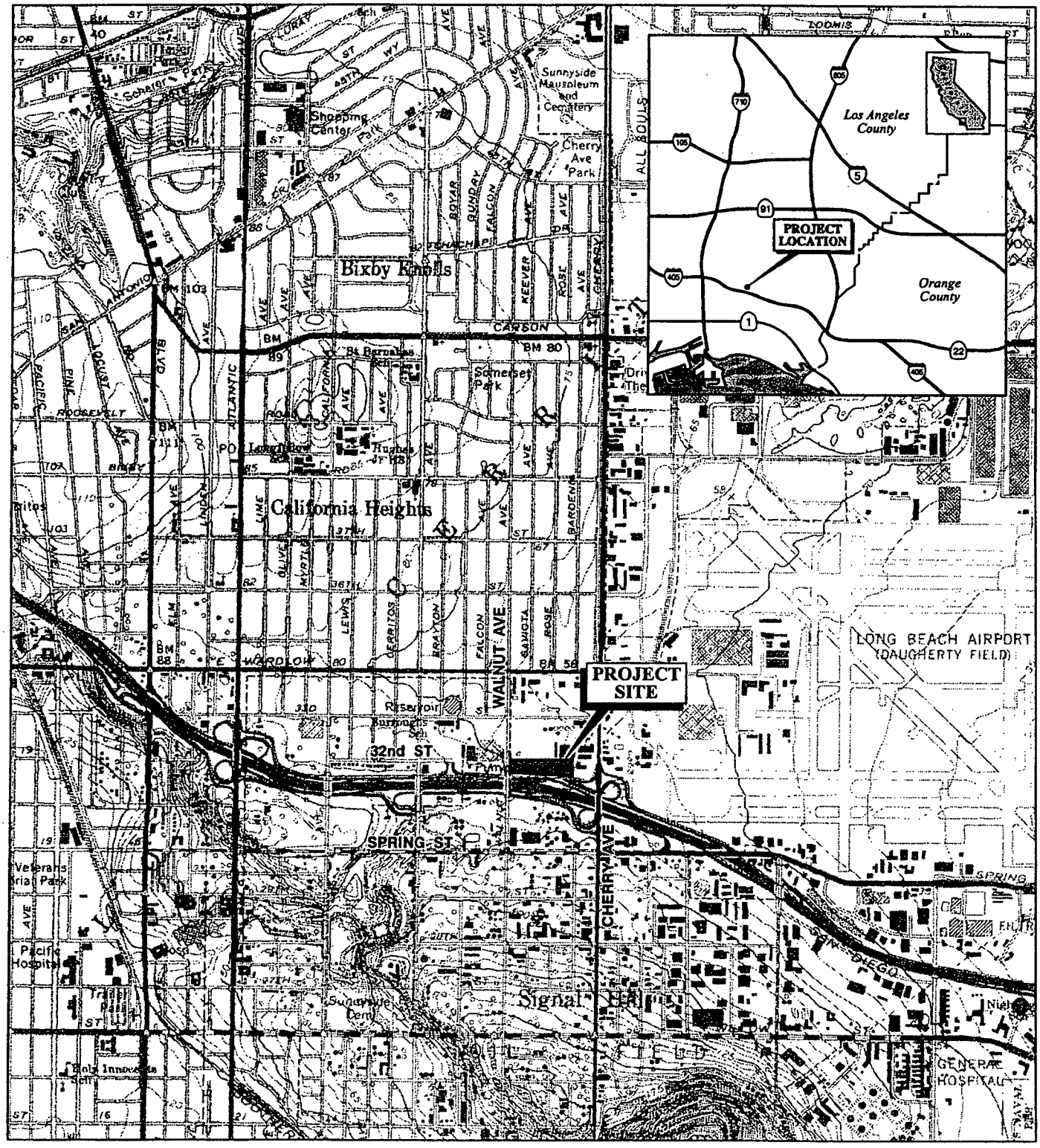
The surrounding area consist of a variety of commercial and industrial land uses.

North: Industrial, Equipment rental
West: Office/Light Industrial
South: 405 Freeway
East: Industrial

10. Other public agencies whose approval is required:

City of Long Beach Planning Commission

Long Beach City Council on appeal



LSA

FIGURE 1

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FEET

SOURCE: USGS 7.5' Quad - Long Beach, Ca.

Hanson Aggregates Long Beach

Project Location

I:\EVM430\G\Location.cdr (8/30/04)

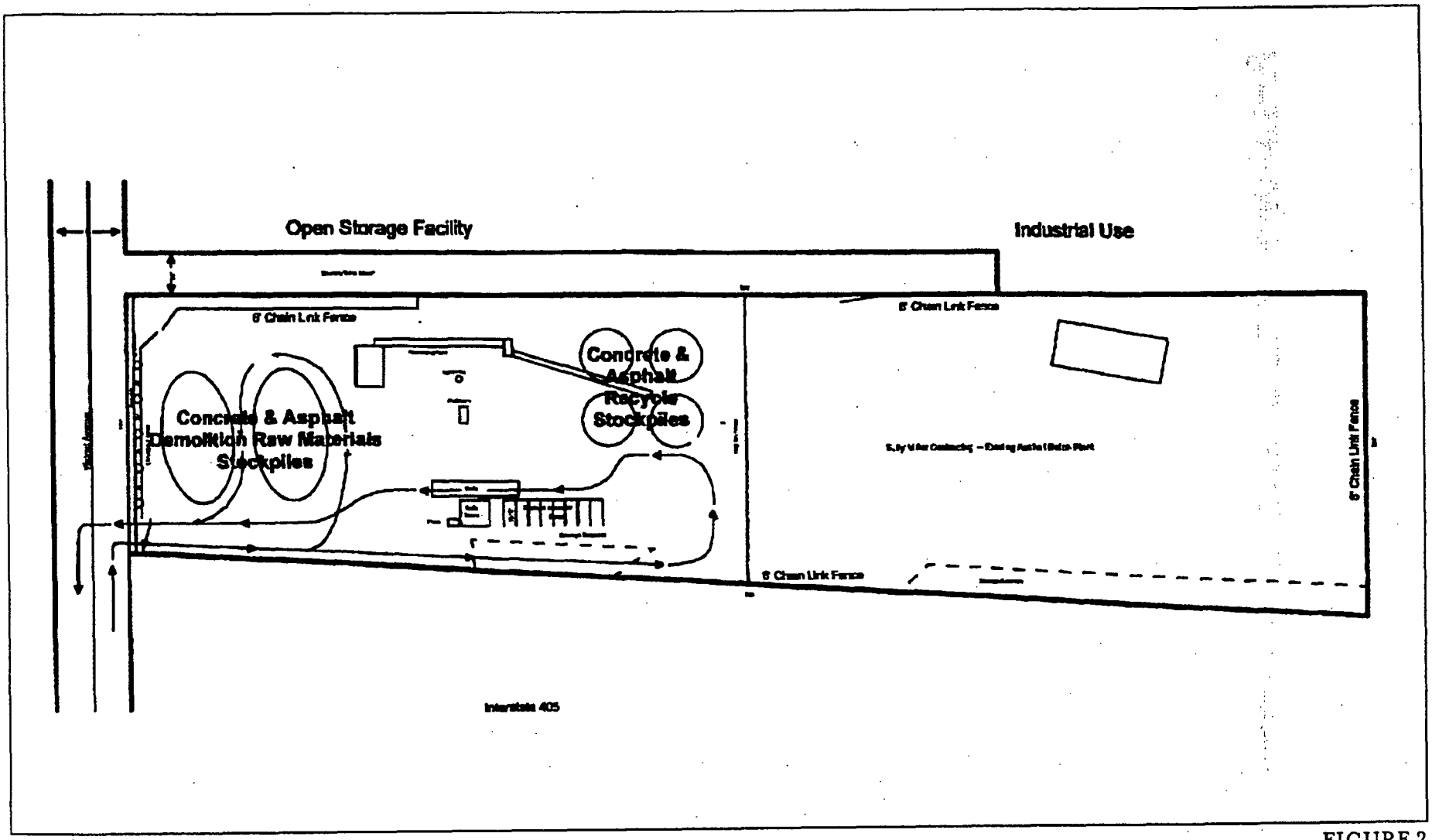

FIGURE 2

LSA

N

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Hanson Aggregates Long Beach
Site Plan

I:\EVM430\G\Site Plan.cdr (8/30/04)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

◆ Aesthetics	Agriculture Resources	● Air Quality
Biological Resources	Cultural Resources	Geology/Soils
Hazards & Hazardous Materials	Hydrology/Water Quality	● Land Use/Planning
Mineral Resources	National Pollution Discharge Elimination System	● Noise
Population/Housing	Public Services	Recreation
◆ Transportation	Utilities/Service Systems	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

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

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

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

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

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

November 24, 2004

Scott Mangum
Planner

EVALUATION OF ENVIRONMENT IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parenthesis following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less than Significant with A Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration Section 1 5063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the score of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated", describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☑	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☑
II. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
c) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	☐	☐	☐	☑
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☑	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☑	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☑	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☑	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☑	☐
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	☐	☐	☐	☑
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	☐	☐	☐	☑
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☑
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☑
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section §15064.5?	☐	☐	☐	☑
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section §15064.5?	☐	☐	☐	☑
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☑
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☑
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☑	☐
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including Liquefaction?	☐	☐	☐	☑
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☑
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☑
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☑
VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☑	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☑	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☑	☐
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☑	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☑	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☑	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☑	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☑	☐
f) Otherwise degrade water quality?	☐	☐	☑	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☑
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☑
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☑
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☑
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☑	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☑
X. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☑
XI. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM – Would the project:				
a) Result in a significant loss of pervious surface?	☐	☐	☑	☐
b) Create a significant discharge of pollutants into the storm drain or water way?	☐	☐	☑	☐
c) Violate any best management practices of the National Pollution Discharge Elimination System permit?	☐	☐	☑	☐
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☑	☐
b) Exposure of persons to or generation of excessive groundborne vibration or ground-borne noise levels?	☐	☐	☑	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑
XIII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☑
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
XIV. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☑	☐
b) Police protection?	☐	☐	☑	☐
c) Schools?	☐	☐	☐	☑
d) Parks?	☐	☐	☐	☑
e) Other public facilities?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. RECREATION –				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☑
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☑
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☑	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☑	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☑
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☑
e) Result in inadequate emergency access?	☐	☐	☐	☑
f) Result in inadequate parking capacity?	☐	☐	☐	☑
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☑
XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
d) Have sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement needed?	☐	☐	☑	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☑	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☑
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☑	☐
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☑
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☑	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☑	☐

DISCUSSION OF ENVIRONMENTAL IMPACTS

I. AESTHETICS

EXISTING SETTING

The project site is located at the Southeast corner of Walnut Avenue and 32nd Street, north of the 405 Freeway. Immediately surrounding uses include an office park and other industrial uses. The California Heights Neighborhood is located North of 33rd street, approximately 650 feet from the project site. John Burroughs Elementary School, Recreation Park, and Long Beach Water Department represent Institutional uses in the surrounding 3 block area.

The project proposes locating a concrete and asphalt recycling use on the at the 32nd Street site. Concrete and asphalt demolition materials would be collected, stockpiled, and crushed. Materials would be brought by truck, inspected for appropriate contents, then stockpiled for a period of time before being crushed by mobile equipment brought to the site. No new structures are proposed.

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

The development of the proposed site will not have an impact on scenic vistas. The Local Coastal Program of the General Plan does not identify any scenic areas where the proposed development is located.

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

The proposed development is located in a highly urbanized area with few natural scenic resources, with the notable exception of Pacific Ocean scenic views. The Local Coastal Program of the General Plan does not identify any scenic areas where the proposed development is located.

C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Although the site and immediately surrounding uses are industrial, the stockpiling of cement and asphalt products has the potential to affect the existing visual character of the surrounding area. Due to the grade

of the site, locating stockpiles further from Walnut, at a lower grade would mitigate the visual impact.

Mitigation Measure:

Stockpiles should not be located within 250 feet of the Western (Walnut Street) property line.

D. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No new lighting is proposed.

II. AGRICULTURE RESOURCES

EXISTING SETTING

The project site is not located within an agricultural zone, and there are no agricultural zones within the vicinity of the project. The proposed project is located within a section of the city that has been developed for over 40 years. Development of the proposed project will have no effect on agricultural resources within the City of Long Beach or any other neighboring city or county.

The proposal will have no effect upon agriculture resources.

III. AIR QUALITY

EXISTING SETTING

The South Coast Air Basin is subject to possibly some of the worst air pollution in the country, attributable mainly to its topography, climate, meteorological conditions, a large population base, and highly dispersed urban land use patterns.

Air quality conditions are primarily affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local and regional topography, provide the links between air pollutant emissions and air quality.

The South Coast Air Basin generally has a limited capability to disperse air contaminants because of its low wind speeds and persistent temperature inversions. In the Long Beach area, predominantly daily winds consist of morning onshore airflow from the southwest at a mean speed of 7.3 miles per hour and afternoon and evening offshore airflow from the northwest at 0.2 to 4.7 miles per hour with little variability between seasons. Summer wind speeds average slightly higher than winter wind speeds. The prevailing winds carry air contaminants northward and then eastward over Whittier, Covina, Pomona and Riverside.

The majority of pollutants normally found in the Los Angeles County atmosphere originate from automobile exhausts as unburned hydrocarbons, carbon monoxide, oxides of nitrogen and other materials. Of the five major pollutant types (carbon monoxide, nitrogen oxides, reactive organic gases, sulfur oxides, and particulates), only sulfur oxide emissions are dominated by sources other than automobile exhaust.

A. Would the project conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?

The Southern California Association of Governments (SCAG) has determined that if a project is consistent with the growth forecasts for the subregion in which it is located, it is consistent with the Air Quality Management Plan (AQMP) and regional emissions are mitigated by the control strategy specified in the AQMP. By the year 2010, preliminary population projections by SCAG indicate that Long Beach will grown by 27,682 residents or six percent to a population of 491,092. There are no dwelling units included the proposed development, thus it is consistent with these projections.

B. Would the project violate any air quality standard or contribute to an existing or projected air quality violation?

The California Air Resources Board regulates mobile emissions and oversees the activities of county Air Pollution Control Districts (APCDs) and regional Air Quality Management Districts (AQMDs) in California. The South Coast Air Quality Management District (SCAQMD) is the regional agency empowered to regulate stationary and mobile sources in the South Coast Air Basin.

To determine whether a project generates sufficient quantities of air pollution to be considered significant, the SCAQMD adopted maximum thresholds of significance for mobile and stationary producers in the South Coast Air Basin (SCAB) (i.e., cars, trucks, buses and energy consumption). SCAQMD Conformity Procedures (Section 6.3 of the

CEQA Air Quality Handbook, April 1993) states that all government actions that generate emission greater than the following thresholds are considered regionally significant (see Table 1).

Table 1. SCAQMD Significance Thresholds

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
ROC	75	55
NO_x	100	55
CO	550	550
PM_{10}	150	150
SO_x	150	150

No new construction is proposed, thus no construction emissions relating to the project are anticipated, as shown below in Table 2.

Table 2. Construction Emissions

	ROC	NO_x	CO	PM_{10}
Exhaust Emissions	NA	NA	NA	NA
AQMD Thresholds	75	100	550	150
Exceeds Thresholds	No	No	No	No

An Air Quality Analysis prepared by LSA Associates evaluated the future on-site and off-site operations of the proposed project and concluded that the project would not exceed AQMD Thresholds (see attached pages from Air Quality Analysis).

Table 3: Operation Emissions

	ROC	NO_x	CO	PM_{10}
Exhaust Emissions	5	44	15	4
AQMD Thresholds	55	55	550	150
Exceeds Thresholds	No	No	No	No

C. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The Federal Clean Air Act prohibits Federal agencies, or the Metropolitan Planning Organization, which is SCAG, form supporting in any way, or approving any activity that does not conform to AQMD. Therefore, if a project is consistent with the AQMD as approved by the Federal Environmental Protection Agency (EPA), the project is in "conformity" with the Federal Clean Air Act. The proposed project is consistent with the AQMD and so is in conformance with the EPA. In addition, the AQMD sets standards which reflect the California Clean Air Act. No significant impact is anticipated.

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

The CEQA Air Quality Handbook defines sensitive receptors as children, athletes, elderly, and sick that are more susceptible to the effects of air pollution than the population at large. Although the project site is located approximately 750 feet from Burroughs School, the LSA Air Quality Analysis concluded that the project will not result in any air quality impact. The project is not anticipated to produce significant levels of any emission that could affect sensitive receptors.

E. Create objectionable odors affecting a substantial number of people?

The project is not anticipated to create any objectionable odors.

IV. BIOLOGICAL RESOURCES

Existing Setting:

The proposed project site is located within an urbanized portion of the city, and adjacent to commercial land uses. There is no evidence of rare or sensitive species as listed in Title 14 of the California Code of Regulations or Title 50 of the Federal Code of Regulations.

The proposed site is not located in a protected wetlands area. Also, the development of the site is not anticipated to interfere with the migratory movement of any wildlife species. The biological habitat and species

diversity is limited to the fact that typically not found in highly populated and urbanized Southern California settings.

No adverse impacts are anticipated to biological resources.

V. CULTURAL RESOURCES

There is some evidence to indicate that primitive people inhabited portions of the city as early as 5,000 to 2,000 B.C. Much of the remains and artifacts of these ancient people have been destroyed as the city has been developed. Of the archaeological sites remaining, many of them seem to be located in the southeast sector of the city.

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

The site is not known to be a historic resource, therefore no historic resource will be affected.

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

No excavation is proposed, therefore no impact is anticipated.

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

Please see VII (b) supra for discussion.

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

Please see VII (b) supra for discussion.

VI. GEOLOGY AND SOILS

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No faults are known to pass beneath the site, and the area is not in the Alquist-Priolo Special Studies Zone. The most significant fault system in the vicinity is the Newport-Inglewood fault zone. Other Potentially active faults in the area are the Richfield Fault, the Marine Stadium Fault, the Palos Verdes Fault and the Los Alamitos Fault.

ii) Strong seismic ground shaking?

The project's proximity to the Newport-Inglewood fault zone indicates the project area may be exposed to greater than normal seismic risks.

iii) Seismic-related ground failure, including Liquefaction?

The project is outside the area for a potential liquefaction based on Seismic Safety Element of the City's General Plan.

iv) Landslides?

No landslides are know to exist on the project site, nor is the area in the path of an existing or potential landslide.

b) Result in substantial soil erosion or the loss of topsoil?

Please see IV (b) supra for discussion

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

The project site is not subject to liquefaction or to landslide activity.

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

The project is not known to be located on expansive soil.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?

Sewers are available to the project.

VII. HAZARDS AND HAZARDOUS MATERIALS

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

The proposed concrete and asphalt recycling use accepts non-hazardous materials demolition materials from trucks, however precautions are taken to ensure that hazardous materials are not present. Signs are posted at the site entrance to inform truck drivers of acceptable import material. Trucks are stopped for inspection by plant operators. A visual inspection of the material is conducted. Plant operators check for miscellaneous trash, fuels, solvents, piping, wood, etc. Following the visual inspection, a "sniffer" inspection is done to ensure that there are no obvious smells from hazardous materials. Material that is suspected of containing hazardous products are not accepted.

With these operating procedures, the project is not anticipated to create a significant hazard to the public.

B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Please see VII (a) supra for discussion.

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The project site is located within one-quarter mile of John Burroughs Elementary School (approximately 750 ft), however, the project does not accept hazardous materials.

Please see VII (a) supra for discussion.

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

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers

to comply with the California Environmental Quality Act (CEQA) requirements in providing information about the location of hazardous materials release sites. Cortese List does not list the proposed development site as contaminated with hazardous materials. In fact, the two Long Beach sites are Ocean Boulevard and Harbor Scenic Drive and 2160 East Dominguez Street.

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

The proposed project site is not located within the airport land use plan or private airstrip. The boundary for the Long Beach Airport Land Use Plan is approximately 700 feet East of the Eastern property line of this site.

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

Please see VII (e) supra for discussion.

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

The proposed project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

H. Would the project expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?

The proposed site is within an urbanized setting and will not expose people or structures to a significant risk of loss, injury or death involving wild land fires.

VIII. HYDROLOGY AND WATER QUALITY

The Flood Insurance Administration has prepared a new Flood Hazard Map designating potential flood zones, (Based on the projected inundation limits for breach of the Hansen Dam and that of the Whittier Narrows Dam,

as well as the 100-year flood as delineated by the U.S. Army Corps of Engineers) which was adopted in July 1998.

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

Development of the proposed project will not violate wastewater discharge standards. The proposed project would comply with all state and federal requirements pertaining to preservation of water quality. The site is in an urbanized area, which is not adjacent to any major water source.

The wastewater flow originating from the proposed project will discharge in to a local (Long Beach) sewer line, for conveyance to the Los Angeles County Sanitation District treatment.

Because the project is within the SCAG projected growth, it is expected that the amount or wastewater produced can be dealt with by County Sanitation. No significant impact expected.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

The project does not involve any construction that would affect the groundwater table in the area. Project operations would not be expected to adversely affect groundwater supplies. Developments exceeding certain levels, as specified in SB 221 and SB 610, require the Water Department to make formal assessment of these matters for those specific projects. For other projects the Water Department believes it has sufficient current and planned entitlements to meet their drinking water needs.

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

The project site is within a highly urbanized area with Stormwater drainage infrastructure in place. The City has a storm drain network operated and maintained by the Long Beach Public Works Department, and the Los Angeles County Department of Public

Works. The storm drain network is characterized by an extensive network of subsurface trunk lines, laterals, catch basins, and pumping stations. Some portions of the City drain naturally and do not contain storm drain infrastructure. Where infrastructure exists, the system functions to collect storm drainage and runoff for discharge into the local flood control channels. Runoff from the site is not expected to exceed the capacity of the local storm drain system.

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

Please see VIII (b) supra for discussion.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?

Please see VIII (b) supra for discussion.

f) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The proposed project will not place housing within a 100-year flood hazard area. It is designated as Zone X by the FEMA FIRM maps.

g) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

The proposed site is not within a 100-year flood hazard area.

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

The proposed project is not within a zone influenced by the inundation of seiche, tsunami, or mudflow as shown in the Long Beach Seismic Element.

IX. LAND USE AND PLANNING

a) Would the project physically divide an established community?

The project site will not divide an established community because it is consistent with surrounding mix of industrial uses.

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

The General Plan designation for this site is Land Use District number 9G, general industry. The 9G district is intended to provide areas for any business to conduct legitimate industrial activities, indoors or outdoors, provided such business conducts its operations in a manner consistent with all applicable safety, environmental and zoning regulations.

The site is located in the IG (General Industrial) zoning district. Chapter 21 (Zoning Code) of the City of Long Beach Municipal Code requires a Conditional Use Permit for a concrete/asphalt recycling use within the IG zone.

Mitigation Measures:

A Conditional Use Permit shall be obtained to permit a Concrete/Asphalt recycling use in the IG zone.

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

There is no specific conservation plan for the proposed site.

X. MINERAL RESOURCES

The primary mineral resource within the City of Long Beach has been oil. From the beginning of this century, oil extraction operations within the city have diminished as this resource has become depleted due to extraction operations. Today oil extraction continues but on a much reduced scale in comparison to that which occurred in the past.

The proposed site does contain oil extraction operations, however, development is not anticipated to have a negative impact on this resource.

There are no other known mineral resources on the site that could be negatively impacted by development.

No adverse impacts are anticipated to mineral resources.

XI. National Pollution Discharge Elimination System (NPDES)

a) Result in a significant lose of pervious surface?

The proposed development does not entail the loss of any pervious surface.

b) Create a significant discharge of pollutants into the storm drain or water way?

According to the California Regional Water Quality Board, NPDES Permit #CAS004003, Water Discharge Requirements for Municipal Storm Water and Urban Runoff Discharge within the City of Long Beach, Commercial projects built with more than 100,000 square feet of impervious ground area are subject to NPDES. The site area of this project is less than 100,000 square feet of impervious area.

One of the goals of NPDES is to substantially reduce the discharge of pollutants into the storm drain systems. Although, the project contains less than 100,000 square feet of impervious surface (on the ground) it must adhere to NPDES best practices.

No significant impact is anticipated.

c) Violate any best management practices of the National Pollution Discharge Elimination System permit?

The project must comply to NPDES standards during construction and in the operational phase.

XII. NOISE

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Measuring noise levels involves intensity, frequency, and duration, as well as time of occurrence.

Some land uses are considered more sensitive to ambient noise levels than other uses, due to the amount of noise exposure and the types of activities involved. Residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, parks and outdoor recreation areas are generally more sensitive to noise than are commercial and industrial land uses.

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

a) Would the project exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?

The Noise Impact Analysis, prepared by LSA Associates (see attached pages from Noise Impact Analysis), analyzed the off-site traffic impact, airport noise impact, on-site stationary sources noise impact and concluded that no mitigation measures are required.

b) Would the project exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

The Noise Impact Analysis, prepared by LSA Associates (see attached pages from Noise Impact Analysis), analyzed the off-site traffic impact, airport noise impact, on-site stationary sources noise impact and concluded that no mitigation measures are required.

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

The Noise Impact Analysis, prepared by LSA Associates (see attached pages from Noise Impact Analysis), analyzed the off-site traffic impact, airport noise impact, on-site stationary sources noise impact and concluded that no mitigation measures are required.

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

The Noise Impact Analysis, prepared by LSA Associates (see attached pages from Noise Impact Analysis), analyzed the off-site traffic impact,

airport noise impact, on-site stationary sources noise impact and concluded that no mitigation measures are required.

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

The proposed development is not located within the airport land use plan. The boundary for the Long Beach Airport Land Use Plan is approximately 700 feet East of the Eastern property line of this site.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area excessive noise levels?

See discussion XI (e) supra.

XIII. POPULATION AND HOUSING

Existing Conditions:

The City of Long Beach is the second largest city in Los Angeles County and the fifth largest in California. According to the 2000 Census, Long Beach has a population of 461,522, which presents a 7.5 percent increase from the 1990 Census.

According to the 2000 Census, there were 163,088 housing units in Long Beach, with a citywide vacancy rate of 6.32 percent.

It is projected that a total population of approximately 499,705 persons will inhabit the City of Long Beach by the year 2010. The proposed project is not anticipated to have any significant impact on the population of the City of Long Beach or housing demand.

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses or indirectly (for example, thorough extension of roads or other infrastructure)?

The proposed project will not add any housing units, thus no population or housing growth would be directly associated with the project. No significant impact is anticipated.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement of housing elsewhere?

The project site is currently a vacant industrial lot: No people will be displaced.

XIV. PUBLIC SERVICES

a) Fire protection?

Fire protection is provided by the Long Beach Fire Department. The Department has 23 in-city stations. The Department is divided into Fire Prevention, Fire Suppression, Bureau of Instruction, and the Bureau of Technical Services. The Fire Department is accountable for medical, paramedic, and other first aid rescue calls from the community.

Any fire unit in the system may respond to the project locations depending on need and availability. No impacts are anticipated.

b) Police protection?

The Long Beach Police Department serves the project site. The Department is divided into Patrol, Traffic, Detective, Juvenile, Vice, Community, Jail, Records, and Administration Sections. The City has four Patrol Divisions; East, West, North and South. The project is served by the North Division, located at the intersection of Atlantic Avenue and Del Amo Boulevard. No impacts are anticipated.

c) Schools?

The proposed project will not add any permanent housing units, thus will not have an impact on schools.

d) Parks?

The proposed project will not add any permanent housing units, thus no impacts are anticipated.

d) Other public facilities?

Other public facilities are not expected to be impacted.

XV. RECREATION

Development of the proposed project is not expected to place an increased burden on the recreational facilities of the city.

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

See discussion supra XIV (d).

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

The project does not include recreation facilities and will not require the construction or expansion of recreational facilities.

XVI. TRANSPORTATION/TRAFFIC

Existing Conditions:

Since 1980, Long Beach has experienced significant growth. Continued growth is expected into the next decade. Inevitably, growth will generate additional demand for travel. Without proper planning and necessary transportation improvements, this increase in travel demand, if unmanaged, could result in gridlock on freeways and streets, and jeopardize the tranquility of residential neighborhoods.

Any project that results in the degradation of an intersection to LOS E or F is considered to significantly impact that location. If an intersection is projected to operate at LOS E or F before the addition of project traffic, then the project has a significant impact if it causes the intersection volume/capacity ratio to increase by more than .02

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

A Traffic study prepared by LSA Associates (see attached pages from Transportation Analysis) evaluated the potential impact on the Level of Service at three intersections (Orange Ave. and Spring St., Walnut Ave. and Spring St., Cherry Ave. and Spring St.) along truck routes

that would be used to access the project site. The traffic study concludes that "The implementation of the proposed Hanson facility will not create or exacerbate a level of service impact at local intersections in Long Beach. No Capital circulation improvements are required to offset a project impact."

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

The traffic study prepared by LSA Associates (see attached pages from Transportation Analysis) concludes that "The implementation of the proposed Hanson facility will not create or exacerbate a level of service impact at local intersections in Long Beach. No Capital circulation improvements are required to offset a project impact."

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

This development is unrelated to air traffic.

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

The site is in an urbanized area and the streets are oriented in a grid pattern. No impact is anticipated

E. Would the project result in inadequate parking capacity?

The project will not result in inadequate parking capacity.

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

The proposed project will not have a significant impact on policies supporting alternative transportation.

XVII. UTILITIES AND SERVICE SYSTEMS

The proposed project is not expected to place an undue burden on any utility or service system.

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Because the project is well within SCAG forecasts of population growth in the region, the project will not exceed wastewater capacity as defined by the County Sanitation District of Los Angeles County. No significant impact is expected.

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

No significant impact is expected based on the discussion above.

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

Based on the Long Beach Storm Water Master Plan, Long Beach has adequate storm water drainage facilities to service the project.

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

According to the Long Beach Water Department, sufficient water supplies will be available in the next 20 years to service the project.

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

See discussion, supra XVI (a) and XII (a).

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

Solid waste from the project operations can be disposed of at the transformation facility, SERFF, located in Long Beach. In addition, Puente Hills Landfill is located approximately 20 miles form the site and has sufficient capacity. No significant impacts are anticipated.

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

As projected by the Los Angeles County, shortfall in permitted daily landfill capacity may be experienced in the County within the next few years. However, the impacts expected are less than significant.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

The proposed project is within a well-established urbanized setting; there is no anticipated negative impact to any known fish or wildlife habitat or species.

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

The proposed project is not anticipated to have a cumulative considerable effect on the environment.

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

There are no adverse environmental effects to human life either directly or indirectly related to the proposed project.

MITIGATION MONITORING PLAN

AESTHETICS

Measure 1: Stockpiles should not be located within 250 feet of the Western (Walnut Street) property line.

Timing: Ongoing

Enforcement Agency: Department of Planning and Building

LAND USE AND PLANNING

Measure 2: A Conditional Use Permit shall be obtained to permit a Concrete/Asphalt recycling use in the IG zone.

Timing: Prior to issuance of Building Permits

Enforcement Agency: Department of Planning and Building

AIR QUALITY ANALYSIS

HANSON AGGREGATES CONCRETE/ASPHALT RECYCLE PLANT

CITY OF LONG BEACH, CALIFORNIA

Submitted to:

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Environmental and Mine Permitting Services
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LSA Project No. EVM430

LSA

November 10, 2004

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INTRODUCTION

This report has been prepared to evaluate potential air quality impacts and mitigation measures associated with the proposed concrete and asphalt recycling and crushing operations at a 4.3-acre parcel located at the southeast corner of 32nd Street and Walnut Avenue in the City of Long Beach, California (City). The air quality study provides a discussion of the proposed project, the physical setting of the project area, and the regulatory framework for air quality. The analysis provides data on existing air quality, evaluates potential air quality impacts associated with the proposed project, and identifies mitigation measures recommended for potentially significant impacts. Modeled air quality levels are based upon vehicle data and project trip generation included in a traffic study prepared for the proposed project (LSA Associates, Inc. [LSA], September 2004).

The evaluation was prepared in conformance with appropriate standards, utilizing procedures and methodologies in the South Coast Air Quality Management District (SCAQMD) *CEQA* [California Environmental Quality Act] *Air Quality Handbook* (SCAQMD, April 1993).

Project Location

The proposed project site is located in the City of Long Beach. Comprising 4.3 acres, the proposed project site is owned by Hanson Aggregates (Hanson) and is located at the southeast corner of 32nd Street and Walnut Avenue north of the Interstate 405 (I-405) Freeway. This site is approximately one mile to the northeast of the existing Hanson site south of the I-405. Figure 1 shows the project location.

Access to the site is gained from Interstate 405 and Cherry Avenue. Truck traffic travels south on Cherry Avenue to Spring Street, west on Spring Street to Walnut Avenue, then north on Walnut Avenue to the entrance to the site.

The nearest sensitive uses are residences approximately 650 feet from the project site along Walnut Avenue and 33rd Street. Burroughs Elementary School along 33rd Street is approximately 750 feet from the project site.

Project Site Existing Setting

The parcel is zoned General Industrial and a portion of the site is currently used for Hot Mix Asphalt (HMA) manufacturing and the recycling of recycled asphalt products (RAP). This activity is undertaken by Sully-Miller Contracting through a lease from Hanson.

Project Characteristics

In addition to the HMA and RAP processing that occurs at the site, Hanson wishes to utilize a portion of the site for the collection and recycling of concrete and asphalt demolition materials. Figure 2 is a

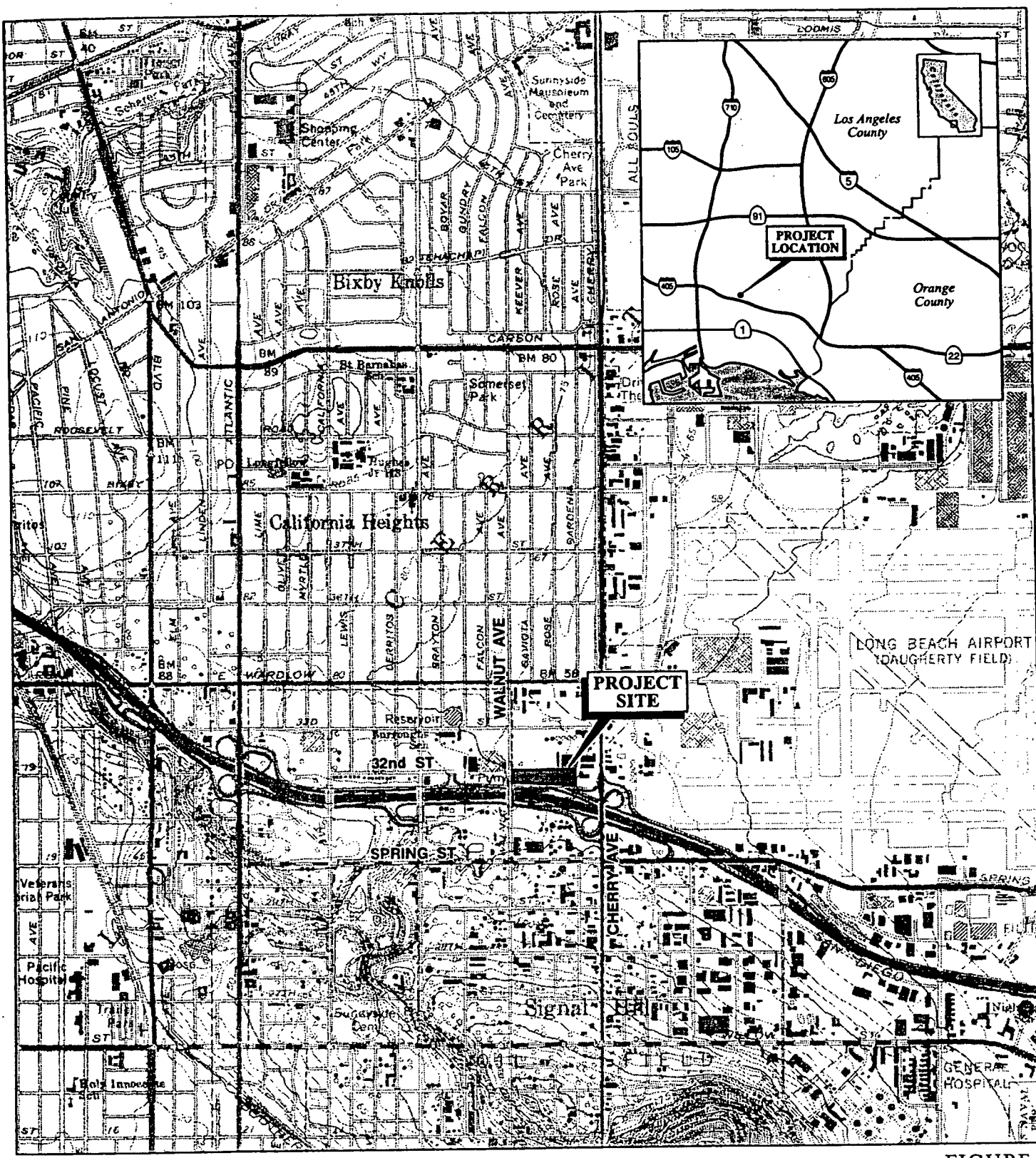

FIGURE 1

LSA

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SOURCE: USGS 7.5' Quad - Long Beach, Ca.

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Hanson Aggregates Long Beach

Project Location

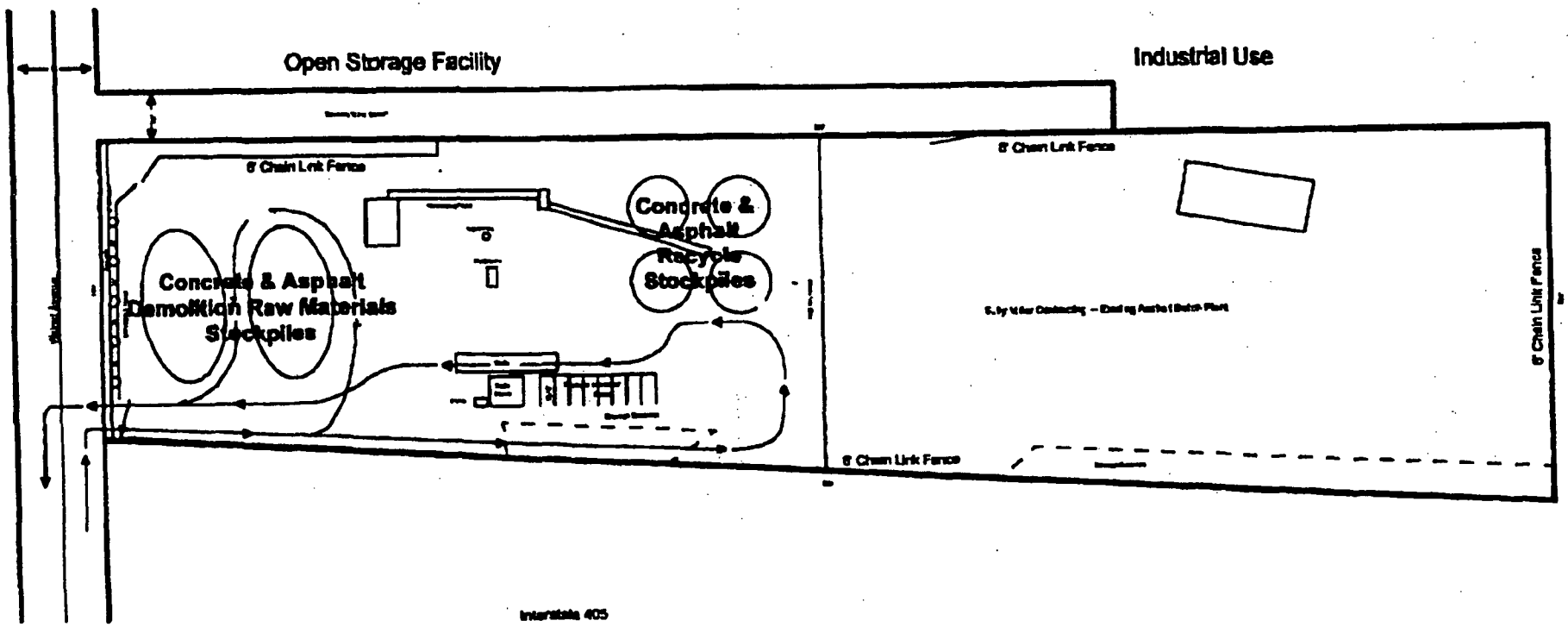

FIGURE 2

LSA

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Hanson Aggregates Long Beach
Site Plan

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site plan for the proposed project. The site plan identifies the location of HMA/RAP operations and the proposed construction debris recycling operations.

Hanson currently operates a recycling center for concrete and asphalt demolition materials located at the intersection of California Avenue and Spring Street south of the I-405 Freeway. This site is located on City property. Hanson has been asked by the City of Long Beach to move their current recycling operations from City property to enable the construction of a recreation facility. Hanson would like to utilize the subject property to include concrete recycling and crushing in addition to current asphalt production.

Hanson proposes to utilize about half of the subject site as a recycling center for concrete and asphalt demolition materials. These activities would occur on the western portion of the site. The process of recycling concrete and asphalt demolition materials is similar to the processing requirements for RAP.

For use of the subject property as a recycling center, concrete and asphalt demolition materials will be imported to the site at 20 to 40 truck trips per day. Concrete and asphalt demolition materials are normally composed of broken pieces of concrete or asphalt materials. The sizes of the broken pieces range from a few inches to about three feet in diameter. This material will be stockpiled over an 8-to-12-week period until approximately 5,000 to 8,000 cubic yards of materials are available for processing. A portable processing plant is then brought to the site to crush, screen, and stockpile the processed products. The crushed product is then suitable for use as CMB or Class 2 Base product. The final products are sold to a variety of local end users, including the City of Long Beach.

Equipment used for the recycling operations include the existing office and truck scale, two front-end loaders (Cat 966 or equivalent) and periodic use of a portable processing plant. The portable processing plant consists of a portable rock crusher, aggregate screen, and material stacker. The portable processing plant is equipped with dust control equipment to meet air quality permit requirements.

Hanson's recycle operations are very important for the City of Long Beach for a variety of reasons. There are currently only two other concrete and asphalt demolition material recycling facilities operating in the City. As a result, demolition materials originating in the City and surrounding areas will need to be disposed of in a landfill or hauled substantial distances to recycling facilities in other cities (note: outside the City of Long Beach, the closest recycling facility is located in the City of Carson).

Relocation of the recycle operations to the Walnut Avenue site will result in essentially the same type of land use that currently occurs at this site. Processing of RAP is no different than the processing of concrete and asphalt products and, where RAP is used for road base, the use is identical.

Methodology Related to Air Quality Impact Assessment

Evaluation of air quality impacts associated with a proposed project typically includes the following:

- Determine the short-term construction air quality impacts on off-site air quality-sensitive uses

- Determine the long-term air quality impacts, including vehicular traffic and on-site operations, on off-site air quality-sensitive uses
- Determine mitigation measures required to reduce long-term air quality impacts from all sources

EXISTING ENVIRONMENTAL SETTING

The project site is located within the City of Long Beach, which is part of the South Coast Air Basin (Basin) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The air quality assessment for the proposed project includes estimating emissions associated with both short-term construction and long-term operation of the proposed project.

A number of air quality modeling tools is available to assess project-related air quality impacts. Moreover, certain air districts, such as the SCAQMD, have created guidelines and requirements for air quality analyses. The SCAQMD's current guidelines, included in its CEQA Air Quality Handbook (April 1993), were adhered to in the assessment of air quality impacts for the proposed project.

Regional Air Quality

Both the State of California and the federal government have established health-based ambient air quality standards (AAQS) for six air pollutants. As shown in Table A, these pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter with a diameter of 10 microns or less (PM_{10}), and lead. In July 1997, the U.S. Environmental Protection Agency (EPA) adopted new standards for eight-hour ozone and for fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

In addition to setting out primary and secondary AAQS, the State of California has established a set of episode criteria for O_3, CO, NO_2, SO_2, and PM_{10}. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health. Health effects are progressively more severe as pollutant levels increase from Stage One to Stage Three. Table B lists the health effects of these criteria pollutants and their potential sources. These health effects will not occur unless the standards are exceeded by a large margin or for a prolonged period of time. State AAQS are more stringent than federal AAQS.

The California Clean Air Act (CCAA) provides the SCAQMD with the authority to manage transportation activities at indirect sources. Indirect sources of pollution are generated when minor sources collectively emit a substantial amount of pollution. Examples of this are the motor vehicles at an intersection, a mall, and on highways. The SCAQMD also regulates stationary sources of pollution throughout its jurisdictional area. Direct emissions from motor vehicles are regulated by the California Air Resources Board (ARB).

Table A: Ambient Air Quality Standards (AAQS)

Pollutant	Averaging Time	California Standards[1]		Federal Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (O_3)	1-Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	0.12 ppm (235 µg/m³)[8]	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	--		0.08 ppm (157 µg/m³)[8]		
Respirable Particulate Matter (PM_{10})	24-Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		50 µg/m³		
Fine Particulate Matter ($PM_{2.5}$)	24-Hour	No Separate State Standard		65 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	15 µg/m³		
Carbon Monoxide (CO)	8-Hour	9.0 ppm (10 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m³)	None	Non-Dispersive Infrared Photometry (NDIR)
	1-Hour	20 ppm (23 mg/m³)		35 ppm (40 mg/m³)		
	8-Hour (Lake Tahoe)	6 ppm (7 mg/m³)		--	--	--
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	--	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m³)	Same as Primary Standard	Gas Phase Chemiluminescence
	1-Hour	0.25 ppm (470 µg/m³)		--		
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	--	Ultraviolet Fluorescence	0.030 ppm (80 µg/m³)	--	Spectrophotometry (Pararosaniline Method)
	24-Hour	0.04 ppm (105 µg/m³)		0.14 ppm (365 µg/m³)	--	
	3-Hour	--		--	0.5 ppm (1300 µg/m³)	
	1-Hour	0.25 ppm (655 µg/m³)		--	--	
Lead[9]	30 Day Average	1.5 µg/m³	Atomic Absorption	--	--	High Volume Sampler and Atomic Absorption
	Calendar Quarter	--		1.5 µg/m³	Same as Primary Standard	
Visibility-Reducing Particles	8-Hour	Extinction coefficient of 0.23 per kilometer - visibility of ten miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		No Federal Standards		
Sulfates	24-Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Cloride[9]	24-Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Source: ARB (July 2003).

Footnotes:

1 California standards for ozone; carbon monoxide (except Lake Tahoe); sulfur dioxide (1 and 24 hour); nitrogen dioxide; suspended particulate matter, PM_{10}; and visibility reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2 National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.

3 Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4 Any equivalent procedure that can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6 National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7 Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.

8 New federal eight-hour ozone and fine particulate matter standards were promulgated by U.S. EPA on July 18, 1997. Contact U.S. EPA for further clarification and current federal policies.

9 The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Table B: Summary of Health Effects of the Major Criteria Air Pollutants

Pollutants	Sources	Primary Effects
Ozone (O_3)	Atmospheric reaction of organic gases with nitrogen oxides in the presence of sunlight.	Aggravation of respiratory and cardiovascular diseases. Irritation of eyes. Impairment of cardiopulmonary function. Plant leaf injury.
Nitrogen Dioxide (NO_2)	Motor vehicle exhaust. High temperature stationary combustion. Atmospheric reactions.	Aggravation of respiratory illness. Reduced visibility. Reduced plant growth. Formation of acid rain.
Carbon Monoxide (CO)	By-products from incomplete combustion of fuels and other carbon containing substances, such as motor exhaust. Natural events, such as decomposition of organic matter.	Reduced tolerance for exercise. Impairment of mental function. Impairment of fetal development. Death at high levels of exposure. Aggravation of some heart diseases (angina).
Suspended Particulate Matter ($PM_{2.5}$ and PM_{10})	Stationary combustion of solid fuels. Construction activities. Industrial processes. Atmospheric chemical reactions.	Reduced lung function. Aggravation of the effects of gaseous pollutants. Aggravation of respiratory and cardiorespiratory diseases. Increased cough and chest discomfort. Soiling. Reduced visibility.
Sulfur Dioxide (SO_2)	Combustion of sulfur-containing fossil fuels. Smelting of sulfur-bearing metal ores. Industrial processes.	Aggravation of respiratory diseases (asthma, emphysema). Reduced lung function. Irritation of eyes. Reduced visibility. Plant injury. Deterioration of metals, textiles, leather, finishes, coatings, etc.
Lead (Pb)	Contaminated soil (e.g., from leaded fuels and lead-based paints).	Impairment of blood function and nerve construction. Behavioral and hearing problems in children.

Source: ARB 2001.

Climate/Meteorology. Air quality in the planning area is not only affected by various emission sources (mobile, industry, etc.) but by atmospheric conditions like wind speed, wind direction, temperature, and rainfall. The combination of topography, low mixing height, abundant sunshine, and emissions from the second largest urban area in the United States gives the Basin the worst air pollution problem in the nation.

Climate in the Basin is determined by its terrain and geographical location. The Basin is a coastal plain with connecting broad valleys and low hills. The Pacific Ocean forms the southwestern border, and high mountains surround the rest of the Basin. The Basin lies in the semi-permanent high-pressure zone of the eastern Pacific; the resulting climate is mild and tempered by cool ocean breezes. This climatological pattern is rarely interrupted. However, periods of extremely hot weather, winter storms and Santa Ana wind conditions do occur.

The annual average temperature varies little throughout the Basin, ranging from the low to middle 60s, measured in degrees Fahrenheit. With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station closest to the site is the Long Beach Station.[1] The monthly average maximum temperature recorded at this station from April 1958 to July 2003 ranged from 66.9°F in January to 84.1°F in August, with an annual average maximum of 74.3°F. The monthly average minimum temperature recorded at this station ranged from 45.5°F in January to 64.9°F in August, with an annual average minimum of 54.7°F. January is typically the coldest month, and August is typically the warmest month in this area of the Basin.

Most rainfall in the Basin occurs between November and April. Summer rainfall is minimal and is generally limited to scattered thundershowers in coastal regions and slightly heavier showers in the eastern portion of the Basin and along the coastal side of the mountains. The Long Beach climatological station monitored precipitation from April 1958 to July 2003. Average monthly rainfall during that period varied from 2.85 inches in February to 0.29 inch or less between May and October, with an annual total of 11.97 inches. Patterns in monthly and yearly rainfall totals are unpredictable due to fluctuations in the weather.

Although the Basin has a semiarid climate, air near the surface is generally moist because of the presence of a shallow marine layer. With very low average wind speeds, there is a limited capacity to disperse air contaminants horizontally. The dominant daily wind pattern is an onshore 8 to 12 miles per hour (mph) daytime breeze and an offshore 3 to 5 mph nighttime breeze. The typical wind flow pattern fluctuates only with occasional winter storms or strong northeasterly (Santa Ana) winds from the mountains and deserts northeast of the Basin. Summer wind flow patterns represent worst-case conditions, because this is the period of higher temperatures and more sunlight, which results in the formation of ozone.

Winds in the Long Beach area are almost always driven by the dominant land/sea breeze circulation system. Regional wind patterns are dominated by daytime onshore sea breezes. At night, the wind generally slows and reverses direction, traveling towards the sea. Wind direction is altered by local canyons, with wind tending to flow parallel to the canyons. During the transition period from one

[1] Western Regional Climate Center, www.wrcc.dri.edu.

wind pattern to another, the dominant wind direction rotates to the south and causes a minor wind direction maximum from the south. The frequency of calm winds (i.e., less than two miles per hour) is less than 10 percent. Therefore, there is little stagnation in the vicinity of the project, especially during busy daytime traffic hours.

During spring and early summer, pollution produced during any one day is typically blown out of the Basin through mountain passes or lifted by warm, vertical currents adjacent to mountain slopes. Air contaminants can be transported 60 miles or more from the Basin by ocean air during the afternoons. From early fall to winter, the transport is less pronounced because of slower average wind speed and the appearance of drainage winds earlier in the day. During stagnant wind conditions, offshore drainage winds may begin by late afternoon. Pollutants remaining in the Basin are trapped and begin to accumulate during the night and the following morning. A low morning wind speed in pollutant source areas is an important indicator of air stagnation and the potential for buildup of primary air contaminants.

Temperature normally decreases with altitude, and a reversal of this atmospheric state, where temperature increases with altitude, is called an inversion. The height from the Earth to the inversion base is known as the mixing height. Persistent low inversions and cool coastal air tend to create morning fog and low stratus clouds. Cloudy days are less likely in the eastern portions of the Basin and are about 25 percent more likely along the coast. The vertical dispersion of air pollutants in the Basin is limited by temperature inversions in the atmosphere close to the Earth's surface.

Inversions are generally lower in the nighttime, when the ground is cool, than during daylight hours when the sun warms the ground and, in turn, the surface air layer. As this heating process continues, the temperature of the surface air layer approaches the temperature of the inversion base, causing heating along its lower edge. If enough warming takes place, the inversion layer becomes weak and opens up to allow the surface air layers to mix upward. This can be seen in the middle to late afternoon on a hot summer day when the smog appears to clear up suddenly. Winter inversions typically break earlier in the day, preventing excessive contaminant buildup.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into Riverside and San Bernardino Counties. In the winter, the greatest pollution problem is accumulation of CO and NO_X due to extremely low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and NO_X to form photochemical smog.

Air Pollution Constituents and Attainment Status. The following describes the criteria air pollutants and their attainment status in the Basin based on ARB's Area Designations (Activities and Maps) (http://www.arb.ca.gov/desig/desig.htm). ARB provided U.S. EPA with California's recommendations for eight-hour ozone area designations on July 15, 2003. The recommendations and supporting data were an update to a report submitted to U.S. EPA in July 2000. On December 3, 2003, U.S. EPA published its proposed designations. U.S. EPA's proposal differs from the State's recommendations primarily on the appropriate boundaries for several nonattainment areas. ARB

responded to U.S. EPA's proposal on February 4, 2004. U.S. EPA finalized the eight-hour ozone designations in April 2004. Table C summarizes the attainment status in the Basin for the major criteria pollutants.

Table C: Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
O_3 1-hour	Nonattainment	Extreme Nonattainment
O_3 8-hour	No State standard	Severe-17 Nonattainment
PM_{10}	Nonattainment	Serious Nonattainment
$PM_{2.5}$	Not Established	Not Established (due in 12/04)
CO	Attainment (except Los Angeles County)	Attainment (based on 2003 AQMP for the Basin)
NO_2	Attainment	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead	Attainment	Attainment
All others	Attainment/Unclassified	Attainment/Unclassified

Source: ARB 2004.

Ozone. O_3 (smog) is formed by photochemical reactions between NO_X and reactive organic gases (ROG) rather than being directly emitted. O_3 is a pungent, colorless gas typical of Southern California smog. Elevated O_3 concentrations result in reduced lung function, particularly during vigorous physical activity. This health problem is particularly acute in sensitive receptors such as the sick, the elderly, and young children. O_3 levels peak during summer and early fall. The entire Basin is designated a nonattainment area for both federal and State one-hour O_3 standards. The EPA has classified the Basin as an "extreme" nonattainment area for the one-hour O_3 standard and has mandated that the Basin achieve attainment by 2010. The EPA has designated the Basin as Severe-17 for the eight-hour O_3 standard. This means that a 17-year deadline has been placed on achieving attainment status.

Carbon Monoxide. CO is formed by the incomplete combustion of fossil fuels, almost entirely from automobiles. It is a colorless, odorless gas that can cause dizziness, fatigue, and impairments to central nervous system functions. The entire Basin is designated a serious nonattainment area for federal CO standards. The Los Angeles County portion of the SCAQMD district (this includes Long Beach) has been designated by the ARB to be a nonattainment/transitional area for State CO standards.

Nitrogen Oxides. NO_2, a reddish brown gas, and nitric oxide (NO), a colorless, odorless gas, are formed from fuel combustion under high temperature or pressure. These compounds are referred to as nitrogen oxides, or NO_X. NO_X is a primary component of the photochemical smog reaction. It also

contributes to other pollution problems, including a high concentration of fine particulate matter, poor visibility, and acid deposition (i.e., acid rain). NO_2 decreases lung function and may reduce resistance to infection. The entire Basin has not exceeded both federal and State standards for NO_2 in the past five years with published monitoring data. It is designated a maintenance area under federal standards and an attainment area under State standards.

Sulfur Dioxide. SO_2 is a colorless, irritating gas formed primarily from incomplete combustion of fuels containing sulfur. Industrial facilities also contribute to gaseous SO_2 levels. SO_2 irritates the respiratory tract, can injure lung tissue when combined with fine particulate matter, and reduces visibility and the level of sunlight. The entire Basin is in attainment with both federal and State SO_2 standards.

Lead. Lead is found in old paints and coatings, plumbing, and a variety of other materials. Once in the bloodstream, lead can cause damage to the brain, nervous system, and other body systems. Children are highly susceptible to the effects of lead. The entire Basin is in attainment for federal and State lead standards.

Particulate Matter. Particulate matter is the term used for a mixture of solid particles and liquid droplets found in the air. Coarse particles, PM_{10}, derive from a variety of sources, including windblown dust and grinding operations. Fuel combustion and resultant exhaust from power plants and diesel buses and trucks are primarily responsible for fine particle, $PM_{2.5}$, levels. Fine particles can also be formed in the atmosphere through chemical reactions. PM_{10} can accumulate in the respiratory system and aggravate health problems such as asthma. The EPA's scientific review concluded that $PM_{2.5}$, which penetrates deeply into the lungs, is more likely than PM_{10} to contribute to the health effects listed in a number of recently published community epidemiological studies at concentrations that extend well below those allowed by current PM_{10} standards. These health effects include premature death and increased hospital admissions and emergency room visits (primarily the elderly and individuals with cardiopulmonary disease); increased respiratory symptoms and disease (children and individuals with cardiopulmonary disease such as asthma); decreased lung functions (particularly in children and individuals with asthma); and alterations in lung tissue and structure and in respiratory tract defense mechanisms. The entire Basin is a nonattainment area for federal and State PM_{10} standards. The attainment status of $PM_{2.5}$ in the Basin was not officially established by the EPA or the ARB at the time this analysis was prepared. However, based on the monitored data, the Basin is likely to be designated a nonattainment area for $PM_{2.5}$.

Local Air Quality

The SCAQMD, together with the ARB, maintains ambient air quality monitoring stations in the Basin. The air quality monitoring station closest to the site is the North Long Beach station, and its air quality trends are representative of the ambient air quality in the project area. The pollutants monitored are CO, O_3, PM_{10}, $PM_{2.5}$, NO_2, and SO_2.[1]

[1] Air quality data, 1999–2003; EPA and ARB Web sites.

The ambient air quality data in Table D show that NO_2, SO_2, and CO levels are below relevant State and federal standards at the North Long Beach station. The federal one-hour O_3 standard was exceeded one day in the past five years and the State standard from zero to three days in each of the past five years. The federal eight-hour O_3 standard has not been exceeded since 1994. The State 24-hour PM_{10} standard was exceeded from five to 13 days in each of the past five years but has not exceeded the federal 24-hour standard since 1984. The federal 24-hour $PM_{2.5}$ standard has not been exceeded for the past two years and in prior years was exceeded from one to four days each year. Both State and federal annual average $PM_{2.5}$ standards have been exceeded every year since monitoring began in 1999.

Regulatory Settings

Federal Regulations/Standards. Pursuant to the federal Clean Air Act (CAA) of 1970, the EPA established national ambient air quality standards (NAAQS) for six major pollutants, termed "criteria" pollutants. Criteria pollutants are defined as those pollutants for which the federal and State governments have established AAQS, or criteria, for outdoor concentrations in order to protect public health.

Data collected at permanent monitoring stations are used by the EPA to classify regions as "attainment" or "nonattainment," depending on whether the regions met the requirements stated in the primary NAAQS. Nonattainment areas have additional restrictions as required by the EPA.

The EPA has designated the Southern California Association of Governments (SCAG) as the Metropolitan Planning Organization (MPO) responsible for ensuring the Basin's compliance with the CAA.

The EPA established new national air quality standards for ground-level O_3 and $PM_{2.5}$ matter in 1997. On May 14, 1999, the Court of Appeals for the District of Columbia Circuit issued a decision ruling that the CAA, as applied in setting the new public health standards for O_3 and particulate matter, was unconstitutional as an improper delegation of legislative authority to the EPA. On February 27, 2001, the U.S. Supreme Court upheld the way the government sets air quality standards under the CAA. The court unanimously rejected industry arguments that the EPA must consider financial cost as well as health benefits in writing standards. The justices also rejected arguments that the EPA took lawmaking power from Congress when it set tougher standards for O_3 and particulate matter in 1997. Nevertheless, the court threw out the EPA's policy for implementing new O_3 rules, saying that the agency ignored a section of the law that restricts its authority to enforce such rules.

In April 2003, the EPA was cleared by the White House Office of Management and Budget (OMB) to implement the eight-hour ground-level O_3 standard. The EPA issued the proposed rule implementing the eight-hour O_3 standard in April 2003. The EPA completed final eight-hour nonattainment status on April 15, 2004. The EPA plans to issue the final $PM_{2.5}$ implementation rule in September 2004. The EPA is then expected to make final designations on December 15, 2004.

Table D: Ambient Air Quality at the North Long Beach Air Monitoring Station

Pollutant	Standard	2003	2002	2001	2000	1999
Carbon Monoxide						
Max 1-hr concentration (ppm)		5.5	5.8	6.0	9.7	7.5
No. days exceeded: State	> 20 ppm/1-hr	0	0	0	0	0
Federal	> 35 ppm/1-hr	0	0	0	0	0
Max 8-hr concentration (ppm)		4.7	4.6	4.7	5.7	5.5
No. days exceeded: State	≥ 9.0 ppm/8-hr	0	0	0	0	0
Federal	≥ 9 ppm/8-hr	0	0	0	0	0
Ozone						
Max 1-hr concentration (ppm)		0.099	0.084	0.091	0.188	0.131
No. days exceeded: State	> 0.09 ppm/1-hr	1	0	0	3	3
Federal	> 0.12 ppm/1-hr	0	0	0	0	1
Max 8-hr concentration (ppm)		0.068	0.064	0.070	0.081	0.081
No. days exceeded: Federal	> 0.08 ppm/8-hr	0	0	0	0	0
Particulates (PM_{10})						
Max 24-hr concentration ($\mu g/m^3$)		63	74	91	105	79
No. days exceeded: State	> 50 $\mu g/m^3$/24-hr	10	5	10	12	13
Federal	> 150 $\mu g/m^3$/24-hr	0	0	0	0	0
Annual Arithmetic Average ($\mu g/m^3$)		34	36	37	38	39
Exceeded: State	> 20 $\mu g/m^3$ ann. arth. avg.	Yes	Yes	Yes	Yes	Yes
Federal	> 50 $\mu g/m^3$ ann. arth. avg.	No	No	No	No	No
Particulates ($PM_{2.5}$)						
Max 24-hr concentration ($\mu g/m^3$)		46.5	62.7	72.9	81.5	66.9
No. days exceeded: Federal	> 65 $\mu g/m^3$/24-hr	0	0	1	4	1
Annual Arithmetic Average ($\mu g/m^3$)		15.5	19.5	21.2	19.6	20.7
Exceeded: State	> 12 $\mu g/m^3$ ann. arth. avg.	Yes	Yes	Yes	Yes	Yes
Federal	> 15 $\mu g/m^3$ ann. arth. avg.	Yes	Yes	Yes	Yes	Yes
Nitrogen Dioxide						
Max 1-hr concentration (ppm)		0.135	0.130	0.122	0.140	0.151
No. days exceeded: State	> 0.25 ppm/1-hr	0	0	0	0	0
Annual arithmetic average concentration (ppm)		0.026	0.029	0.030	0.032	0.034
Exceeded: Federal	> 0.053 ppm ann. arth. avg.	No	No	No	No	No
Sulfur Dioxide						
Max 1-hr concentration (ppm)		0.033	0.030	0.047	0.047	0.050
No. days exceeded: State	> 0.25 ppm/1-hr	0	0	0	0	0
Max 3-hr concentration (ppm)		0.020	0.026	0.027	0.036	0.030
No. days exceeded: Federal	> 0.5 ppm/3-hr	0	0	0	0	0
Max 24-hr concentration (ppm)		0.008	0.008	0.009	0.011	0.011
No. days exceeded: State	> 0.04 ppm/24-hr	0	0	0	0	0
Federal	> 0.14 ppm/24-hr	0	0	0	0	0
Annual arithmetic average concentration (ppm)		0.003	0.002	0.003	0.003	0.004
Exceeded: Federal	> 0.030 ppm ann. arth. avg.	No	No	No	No	No

Source: EPA and ARB 1999 to 2003.
ppm = parts per million
$\mu g/m^3$ = microgram of pollutant per cubic meter of air

State Regulations/Standards. The State of California began to set California ambient air quality standards (CAAQS) in 1969 under the mandate of the Mulford-Carrell Act. The CAAQS are generally more stringent than the NAAQS. In addition to the six criteria pollutants covered by the NAAQS, there are CAAQS for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. These standards are also listed in Table A.

Originally, there were no attainment deadlines for CAAQS. However, the CCAA of 1988 provided a time frame and a planning structure to promote their attainment. The CCAA required nonattainment areas in the State to prepare attainment plans and proposed to classify each such area on the basis of the submitted plan, as follows: moderate, if CAAQS attainment could not occur before December 31, 1994; serious, if CAAQS attainment could not occur before December 31, 1997; and severe, if CAAQS attainment could not be conclusively demonstrated at all.

The attainment plans are required to achieve a minimum 5 percent annual reduction in the emissions of nonattainment pollutants unless all feasible measures have been implemented. The Basin is currently classified a nonattainment area for four criteria pollutants.

Regional Air Quality Planning Framework. The 1976 Lewis Air Quality Management Act established the SCAQMD and other air districts throughout the State. The federal CAA Amendments of 1977 required that each state adopt an implementation plan outlining pollution control measures to attain the federal standards in nonattainment areas of the state.

The ARB coordinates and oversees both State and federal air pollution control programs in California. It oversees activities of local air quality management agencies and is responsible for incorporating air quality management plans for local air basins into a State Implementation Plan (SIP) for EPA approval. The ARB maintains air quality monitoring stations throughout the State in conjunction with local air districts. Data collected at these stations are used by the ARB to classify air basins as "attainment" or "nonattainment" with respect to each pollutant and to monitor progress in attaining air quality standards. The ARB has divided the State into 15 air basins. Significant authority for air quality control within them has been given to local air districts that regulate stationary source emissions and develop local nonattainment plans.

Regional Air Quality Management Plan. The SCAQMD and the SCAG are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the Basin. Regional AQMPs were adopted for the Basin for 1979, 1982, 1989, 1991, 1994, and 1997. Compliance with the provisions of the CAA and the CCAA is the primary focus of the AQMP developed by the SCAQMD and the SCAG.

The SCAQMD governing board approved the 1997 AQMP on November 15, 1996. After approval, the AQMP was submitted to the ARB for its review and approval. The ARB approved the O_3 and PM_{10} portions of the 1997 AQMP on January 23, 1997, and submitted the plan to the EPA as proposed revisions to the SIP. The EPA rejected the District's revision of its 1997 AQMP in January 1999. The rejection, however, covers only the provisions of the AQMP designed to attain the federal O_3 standard. Separate parts of the 1997 AQMP relating to CO and NO_2 have previously been approved, and the EPA has yet to act on that portion of the 1997 AQMP related to PM_{10}. As a result

of the rejection, SCAQMD prepared a draft "Proposed 1999 Amendment to the 1997 Ozone SIP Revision for the South Coast Air Basin" on October 7, 1999, for public review and comment. The 1999 Amendment proposed to revise the O_3 portion of the 1997 AQMP submitted to the EPA as a revision to the Basin portion of the 1994 California Ozone SIP. The SCAQMD governing board adopted the "1999 Amendment to the 1997 Ozone SIP Revision for the South Coast Air Basin" on December 10, 1999. The EPA approved the 1999 Amendment for O_3 in 2001, and currently there is no approved SIP for CO and PM_{10}. In addition, the SCAQMD governing board settled with three environmental organizations on its litigation of the 1994 Ozone SIP.

The SCAQMD adopted a comprehensive plan update for the Basin on August 1, 2003 (the 2003 AQMP), which seeks to demonstrate attainment with State and federal air quality standards and will incorporate a revised emissions inventory, the latest modeling techniques, and updated control measures remaining from the 1997/1999 SIP and new control measures. The SCAQMD submitted the 2003 AQMP to the ARB and EPA for their review and approval in early August 2003. The ARB approved the 2003 AQMP in October 2003 with minor modifications. The ARB forwarded its modifications to the EPA for approval in late October 2003.

THRESHOLDS OF SIGNIFICANCE

A project would normally be considered to have a significant effect on air quality if it would violate any AAQS, contribute substantially to an existing air quality violation, expose sensitive receptors to substantial pollutants concentrations, or conflict with adopted environmental plans and goals of the community in which it is located.

In addition to the federal and State AAQS, there are daily and quarterly emissions thresholds for construction and operation of a proposed project in the Basin. The Basin is administered by the SCAQMD, and guidelines and emissions thresholds established by the SCAQMD in its CEQA Air Quality Handbook (SCAQMD, April 1993) are used in this analysis.

Thresholds for Construction Emissions

The following CEQA significance thresholds for construction emissions have been established for the Basin:

- 75 pounds per day or 2.5 tons per quarter of reactive organic compounds (ROC)
- 100 pounds per day or 2.5 tons per quarter of NO_X
- 550 pounds per day or 24.75 tons per quarter of CO
- 150 pounds per day or 6.75 tons per quarter of PM_{10}
- 150 pounds per day or 6.75 tons per quarter of sulfur oxides (SO_X)

Projects in the Basin with construction-related emissions that exceed any of the emission thresholds should be considered to be significant under CEQA.

Thresholds for Operational Emissions

The daily operational emissions "significance" thresholds for the Basin are as follows.

Emission Thresholds for Pollutants with Regional Effects. Projects with operations-related emissions that exceed any of the emission thresholds listed below are considered significant under the SCAQMD guidelines.

- 55 pounds per day of ROC
- 55 pounds per day of NO_X
- 550 pounds per day of CO
- 150 pounds per day of PM_{10}
- 150 pounds per day of SO_X

Local Microscale Concentration Standards. The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, project emissions are considered significant if they increase one-hour CO concentrations by 1.0 part per million (ppm) or more or eight-hour CO concentrations by 0.45 ppm or more. The following are applicable local emission concentration standards for CO:

- California State one-hour CO standard of 20.0 ppm
- California State eight-hour CO standard of 9.0 ppm

IMPACTS AND MITIGATION

The project site has been graded, and the office structure currently exists on the project site. No grading, excavation, or building erection would occur to implement the proposed project. The following discusses potential long-term air quality impacts from the proposed project.

Long-Term Regional Air Quality Impacts

Long-term air emission impacts are those associated with stationary and mobile sources related to any changes to the proposed project. The proposed project would place a recycling center for concrete and asphalt demolition materials on the new project site. For use of the subject property as a recycling center, concrete and asphalt demolition materials will be imported to the site at 20 to 40 truck trips per day. Concrete and asphalt demolition materials are normally composed of broken pieces of concrete or asphalt materials. The sizes of the broken pieces range from a few inches to about three feet in diameter. This material will be stockpiled over an 8-to-12-week period until approximately 5,000 to 8,000 cubic yards of materials are available for processing. A portable processing plant is

then brought to the site to crush, screen, and stockpile the processed products. The crushed product is then suitable for use as CMB or Class 2 Base product. The final products are sold to a variety of local end users, including the City of Long Beach.

Equipment used for the recycling operations include the existing office and truck scale, two front-end loaders (Cat 966 or equivalent), and periodic use of a portable processing plant. The portable processing plant consists of a portable rock crusher, aggregate screen, and material stacker. Although the portable processing plant would be operating on site only periodically, emissions associated with the processing plant are assumed to occur on a daily basis for a worst-case scenario analysis. The portable processing plant is equipped with dust control equipment to meet air quality permit requirements.

On-Site Operations. Based on the current and projected operations, equipment required on site would include two front end loaders working 8 hours per day, one piece of rock crushing equipment working 8 hours a day, haul trucks making a total of 80 trips per day traveling 30 miles each way, and one water truck traveling 15 miles on site per day, as shown in Table E. Long-term on-site operational emissions associated with the proposed project, calculated with the EPA AP-42 emission factors for the heavy-duty equipment, are shown in Table E. Although these emissions have been generated at the current (old) site, they would be considered new emissions at the new project site. Table E shows that emissions at the new project site would be below the SCAQMD daily emission thresholds. Emissions at the new project site would not result in any air quality impact on Burroughs Elementary School, which is 750 feet from the project site.

Off-Site Transport. Based on the *Traffic Impact Analysis* prepared for this project (LSA, September 2004), implementation of the proposed project would also generate 10 passenger car trips that include up to five office staff and machine operators, and 10 delivery/service trips that include a water truck (on site all day), lunch services, postal service, and other deliveries. These trips would be similar to those that traveled to the existing Hanson site located near the intersection of California Avenue and East Spring Street. Because these project trips contribute a small percentage to the current vehicular trips on Walnut Avenue and adjacent streets, there would be very little change in the traffic turn volumes associated with the implementation of the project at intersections along street segments in the project vicinity. Traffic trips along California Avenue and East Spring Street would potentially decrease as a result of the proposed project.

Because the future off-site transport operations and associated emissions would be similar to those generated by the current operations, the difference in vehicle miles traveled (VMT) by the haul trucks and service/delivery vehicles would be minimal and would not result in any measurable changes. Table F shows that, using the ARB's EMFAC 2002 emission factors for passenger cars and EPA AP-42 emission factors for delivery trucks, emissions associated with off-site transport would be identical to the current conditions. Therefore, the project-related long-term air quality impacts would be less than significant. No mitigation measures are required.

Table E: Emissions from On-Site Operations

Source	Hours or Miles per Day	Pollutants (lbs/day)				
		CO	ROC	NO_X	SO_X	PM_{10}
On-Site Operations						
2 Wheeled Loaders	8 hours	9.2	3.7	30.4	2.9	2.7
1 Rock Crusher	8 hours	5.4	1.2	13.6	1.144	1.12
1 Water Truck	15 miles	0.29	0.033	0.41	0.004	0.010
Total On-Site Project Operations		**15**	**5**	**44**	**5**	**4**
SCAQMD Threshold		**550**	**55**	**55**	**150**	**150**
Exceed Threshold ?		**No**	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc., November 2004.

Table F: Emissions from Off-Site Transport

Source	Hours or Miles per Day	Pollutants (lbs/day)				
		CO	ROC	NO_X	SO_X	PM_{10}
Off-Site Transport						
80 Haul Truck Trips	30 miles each	46.7	5.2	66.7	0.7	1.7
9 Delivery/Service Vehicles	40 miles each	7.0	0.79	9.8	0.096	0.24
10 Worker Trips	40 miles each	4.4	0.21	0.5	0.003	0.008
Total Off-Site Transport		**58**	**6**	**77**	**1**	**2**
Net Change in Project Off-Site Transport		**0**	**0**	**0**	**0**	**0**
SCAQMD Threshold		**550**	**55**	**55**	**150**	**150**
Exceed Threshold ?		**No**	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc., November 2004.

Long-Term Microscale (CO Hot Spot) Analysis

Vehicular trips associated with the proposed project would contribute to the congestion at intersections and along roadway segments in the project vicinity. Localized air quality effects would occur when emissions from vehicular traffic increase in local areas as a result of the proposed project. The primary mobile source pollutant of local concern is CO, which is a direct function of vehicle idling time and, thus, traffic flow conditions. CO transport is extremely limited; it disperses rapidly with distance from the source under normal meteorological conditions. However, under certain extreme meteorological conditions, CO concentrations proximate to a congested roadway or intersection may reach unhealthful levels affecting local sensitive receptors (residents, school children, the elderly, hospital patients, etc). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentration, modeling is recommended to determine a project's effect on local CO levels.

An assessment of project related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available. Ambient CO levels monitored at the North Long Beach station, the closest station with monitored CO data, showed a highest recorded one hour concentration of 9.7 ppm (State standard is 20 ppm) and a highest eight hour concentration of 5.7 ppm (State standard is 9 ppm) during the past five years (see Table D).

The highest CO concentrations would occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst case analysis. Based on the *Traffic Impact Analysis* (LSA, September 2004), CO hot spot analyses were conducted for existing with and without project conditions. The impact on local carbon monoxide levels was assessed with the ARB approved CALINE4 air quality model, which allows microscale CO concentrations to be estimated along roadway corridors or near intersections. This model is designed to identify localized concentrations of carbon monoxide, often termed "hot spots." A brief discussion of input to the CALINE4 model follows. The analysis was performed for the worst case wind angle and wind speed condition and is based upon the following assumptions:

- Selected modeling locations represent the intersections closest to the project site, with the highest project related vehicle turning movements and the worst level of service deterioration;
- Twenty receptor locations with the possibility of extended outdoor exposure from 14 (approximately 46 feet) to 21 meters (approximately 69 feet) of the roadway centerline near intersections were modeled to determine carbon monoxide concentrations;
- The calculations assume a meteorological condition of almost no wind (0.5 meter/ second), a suburban topographical condition between the source and receptor, and a mixing height of 1,000 meters, representing a worst case scenario for CO concentrations;
- CO concentrations are calculated for the one hour averaging period and then compared to the one hour standards. CO eight hour averages are extrapolated using techniques outlined in the SCAQMD CEQA Air Quality Handbook, October 1993, and compared to the eight hour standards; a persistence factor of 0.7 was used to predict the eight hour concentration in an attainment area;
- Concentrations are given in ppm at each of the receptor locations;
- The "at-grade" link option with speed adjusted based on average cruise speed and number of vehicles per lane per hour was used rather than the "intersection" link selection in the CALINE4 model (Department has suggested that the "intersection" link should not be used due to an inappropriate algorithm based on outdated vehicle distribution). Emission factors from the EMFAC2002 model for all vehicles based on the adjusted speed for the year 2004 was used for the vehicle fleet; and
- The highest level of the second highest 1-hour and 8-hour CO concentrations monitored at the North Long Beach station in the past three years were used as background concentrations; 5.9 ppm for the one hour CO and 4.6 ppm for the eight hour CO. The "background" concentrations are then added to the model results for future with and without the proposed project conditions.

The proposed project would contribute to increased CO concentrations at intersections in the project vicinity. As shown in Table G, under the existing conditions, all ten intersections analyzed would have the one-hour and eight-hour CO concentrations below the federal and State standards. The existing CO concentrations are from current traffic in the vicinity of these intersections. The proposed project would contribute at most a 0.1 ppm increase to the one-hour and eight-hour CO concentrations at these intersections. The proposed project would not have a significant impact on local air quality for CO, and no mitigation measures would be required.

Table G: Existing CO Concentrations[1]

Intersection	Receptor to Road Centerline Distance (Meters)	Project Related Increase 1-hr/8-hr (ppm)	Without/With Project One-Hour CO Concentration (ppm)	Without/With Project Eight-Hour CO Concentration (ppm)	Exceeds State Standards	
					1-Hr	8-Hr
Orange Avenue and Spring Street	14/14	0.0/0.0	7.1/7.1	5.4/5.4	No	No
	14/14	0.0/0.0	7.1/7.1	5.4/5.4	No	No
	14/14	0.0/0.0	7.1/7.1	5.4/5.4	No	No
	14/14	0.0/0.0	7.0/7.0	5.4/5.4	No	No
Walnut Avenue and Spring Street.	14/14	0.0/0.0	6.9/6.9	5.3/5.3	No	No
	14/14	0.1/0.1	6.8/6.9	5.2/5.3	No	No
	14/14	0.0/0.0	6.8/6.8	5.2/5.2	No	No
	14/14	0.0/0.0	6.8/6.8	5.2/5.2	No	No
Cherry Avenue and Spring Street	21/21	0.0/0.0	8.6/8.6	6.5/6.5	No	No
	21/21	0.0/0.0	8.4/8.4	6.4/6.4	No	No
	20/20	0.0/0.0	8.2/8.2	6.2/6.2	No	No
	16/16	0.0/0.0	8.2/8.2	6.2/6.2	No	No

Source: LSA Associates, Inc., September 2004.

AIR QUALITY MANAGEMENT PLAN CONSISTENCY

A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. It fulfills the CEQA goal of fully informing local agency decision makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plans strategy being based on projections from local General Plans.

The proposed project consists of relocating a concrete recycling center from one location to another within a one-mile length; additionally, it is not a growth-inducing project. Because the proposed project area is currently zoned for industrial uses, no change in zoning is required. In addition, the project does not require a General or Specific Plan Amendment and is not unique. Therefore, it is consistent with the local air quality plan.

[1] Includes ambient one-hour concentration of 5.9 ppm and ambient eight-hour concentration of 4.6 ppm. Measured at the 3648 N. Long Beach Boulevard, Long Beach, CA, AQ Station (Los Angeles County).

STANDARD CONDITIONS/MITIGATION MEASURES

Project Operations. The project is not expected to result in any measurable changes in total (vehicular and stationary) daily emissions that would exceed the daily emissions thresholds established by the SCAQMD. No mitigation measures are required.

CUMULATIVE IMPACTS

The project would not result in any measurable increases in long-term operational emissions. The project would contribute cumulatively to local and regional air quality degradation.

Currently, the Basin is in nonattainment for CO, PM_{10}, and O_3. Implementation of the proposed project, in conjunction with other planned developments within the cumulative study area, would contribute to the existing nonattainment status. However, the proposed project would not result in any measurable increase in criteria pollutant emissions. Therefore, the proposed project would not exacerbate nonattainment of air quality standards within the Basin or contribute to adverse cumulative air quality impacts.

REFERENCES

California Air Resources Board web site: http://www.arb.ca.gov.

Caltrans 1988. Air Quality Technical Analysis Notes.

Caltrans 1997. Transportation Project-Level Carbon Monoxide Protocol.

LSA Associates, Inc., September 2004. Long Beach Hanson Aggregates Traffic Analysis.

South Coast Air Quality Management District. CEQA Air Quality Handbook. 1993.

South Coast Air Quality Management District. Air Quality Management Plan. 1997.

Western Regional Climate Center web site, http://www.wrcc.dri.edu.

APPENDIX A

CALINE4 CO HOTSPOTS MODEL PRINTOUTS

HANSON AGGREGRATE

AIR QUALITY CO HOT SPOT ANALYSIS

CALINE4 MODEL PRINTOUTS

EXISTING BASELINE CONDITIONS

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: Hanson Aggregrates
RUN: Existing-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	5. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Orange AvNBA	*	7	-150	7	0	* AG	373	5.9	.0	10.0
B. Orange AvNBD	*	7	0	7	150	* AG	495	5.9	.0	10.0
C. Orange AvNBL	*	5	-150	0	0	* AG	25	5.9	.0	10.0
D. Orange AvSBA	*	-7	150	-7	0	* AG	593	5.9	.0	10.0
E. Orange AvSBD	*	-7	0	-7	-150	* AG	567	5.9	.0	10.0
F. Orange AvSBL	*	-5	150	0	0	* AG	102	5.9	.0	10.0
G. Spring StEBA	*	-150	-7	0	-7	* AG	291	5.9	.0	10.0
H. Spring StEBD	*	0	-7	150	-7	* AG	405	5.9	.0	10.0
I. Spring StEBL	*	-150	-5	0	0	* AG	54	5.9	.0	10.0
J. Spring StWBA	*	150	7	0	7	* AG	642	5.9	.0	10.0
K. Spring StWBD	*	0	7	-150	7	* AG	648	5.9	.0	10.0
L. Spring StWBL	*	150	5	0	0	* AG	35	5.9	.0	10.0
M. Orange AvNBA	*	7	-750	7	-150	* AG	398	5.9	.0	10.0
N. Orange AvNBD	*	7	150	7	750	* AG	495	5.9	.0	10.0
O. Orange AvSBA	*	-7	750	-7	150	* AG	695	5.9	.0	10.0
P. Orange AvSBD	*	-7	-150	-7	-750	* AG	567	5.9	.0	10.0
Q. Spring StEBA	*	-750	-7	-150	-7	* AG	345	5.9	.0	10.0
R. Spring StEBD	*	150	-7	750	-7	* AG	405	5.9	.0	10.0
S. Spring StWBA	*	750	7	150	7	* AG	677	5.9	.0	10.0
T. Spring StWBD	*	-150	7	-750	7	* AG	648	5.9	.0	10.0

JOB: Hanson Aggregrates
RUN: Existing-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	14	-14	1.8
2. NW	-14	14	1.8
3. SW	-14	-14	1.8
4. NE	14	14	1.8
5. ES mdblk	150	-14	1.8
6. WN mdblk	-150	14	1.8
7. WS mdblk	-150	-14	1.8
8. EN mdblk	150	14	1.8
9. SE mdblk	14	-150	1.8
10. NW mdblk	-14	150	1.8
11. SW mdblk	-14	-150	1.8
12. NE mdblk	14	150	1.8
13. ES blk	600	-14	1.8
14. WN blk	-600	14	1.8
15. WS blk	-600	-14	1.8
16. EN blk	600	14	1.8
17. SE blk	14	-600	1.8
18. NW blk	-14	600	1.8
19. SW blk	-14	-600	1.8
20. NE blk	14	600	1.8

JOB: Hanson Aggregrates
RUN: Existing-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	353.	1.1	.0	.4	.0	.1	.0	.0	.0	.2
2. NW	97.	1.2	.0	.1	.0	.2	.0	.0	.0	.0
3. SW	7.	1.2	.0	.1	.0	.4	.0	.0	.1	.0
4. NE	263.	1.2	.0	.2	.0	.1	.0	.0	.0	.0
5. ES mdblk	277.	.8	.0	.0	.0	.0	.0	.0	.0	.4
6. WN mdblk	96.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.8	.0	.0	.0	.0	.0	.0	.3	.0
8. EN mdblk	263.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.8	.3	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	173.	1.0	.0	.0	.0	.5	.0	.0	.0	.0
11. SW mdblk	6.	.9	.0	.0	.0	.0	.5	.0	.0	.0
12. NE mdblk	187.	.9	.0	.4	.0	.1	.0	.0	.0	.0
13. ES blk	277.	.8	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.9	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	.8	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.8	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.9	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.9	.0	.0	.0	.0	.0	.0	.0	.0

JOB: Hanson Aggregrates
RUN: Existing-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	*	.0	.1	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
2. NW	*	.0	.5	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0
3. SW	*	.0	.0	.1	.0	.0	.1	.1	.0	.0	.0	.0	.0
4. NE	*	.0	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	*	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	*	.0	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	*	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	*	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.3	.0
14. WN blk	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.6
15. WS blk	*	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0	.3
16. EN blk	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.6	.0
17. SE blk	*	.0	.0	.0	.0	.4	.0	.0	.2	.0	.0	.0	.0
18. NW blk	*	.0	.0	.0	.0	.0	.2	.7	.0	.0	.0	.0	.0
19. SW blk	*	.0	.0	.0	.0	.2	.0	.0	.5	.0	.0	.0	.0
20. NE blk	*	.0	.0	.0	.0	.0	.5	.3	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: Hanson Aggregrates
RUN: Existing-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	5. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Walnut AvNBA	5	-150	5	0	AG	154	5.9	.0	10.0
B. Walnut AvNBD	5	0	5	150	AG	148	5.9	.0	10.0
C. Walnut AvNBL	5	-150	0	0	AG	75	5.9	.0	10.0
D. Walnut AvSBA	-5	150	-5	0	AG	138	5.9	.0	10.0
E. Walnut AvSBD	-5	0	-5	-150	AG	204	5.9	.0	10.0
F. Walnut AvSBL	-5	150	0	0	AG	44	5.9	.0	10.0
G. Spring StEBA	-150	-7	0	-7	AG	342	5.9	.0	10.0
H. Spring StEBD	0	-7	150	-7	AG	425	5.9	.0	10.0
I. Spring StEBL	-150	-5	0	0	AG	15	5.9	.0	10.0
J. Spring StWBA	150	7	0	7	AG	576	5.9	.0	10.0
K. Spring StWBD	0	7	-150	7	AG	638	5.9	.0	10.0
L. Spring StWBL	150	5	0	0	AG	71	5.9	.0	10.0
M. Walnut AvNBA	5	-750	5	-150	AG	229	5.9	.0	10.0
N. Walnut AvNBD	5	150	5	750	AG	148	5.9	.0	10.0
O. Walnut AvSBA	-5	750	-5	150	AG	182	5.9	.0	10.0
P. Walnut AvSBD	-5	-150	-5	-750	AG	204	5.9	.0	10.0
Q. Spring StEBA	-750	-7	-150	-7	AG	357	5.9	.0	10.0
R. Spring StEBD	150	-7	750	-7	AG	425	5.9	.0	10.0
S. Spring StWBA	750	7	150	7	AG	647	5.9	.0	10.0
T. Spring StWBD	-150	7	-750	7	AG	638	5.9	.0	10.0

JOB: Hanson Aggregrates
RUN: Existing-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	12	-14	1.8
2. NW	-12	14	1.8
3. SW	-12	-14	1.8
4. NE	12	14	1.8
5. ES mdblk	150	-14	1.8
6. WN mdblk	-150	14	1.8
7. WS mdblk	-150	-14	1.8
8. EN mdblk	150	14	1.8
9. SE mdblk	12	-150	1.8
10. NW mdblk	-12	150	1.8
11. SW mdblk	-12	-150	1.8
12. NE mdblk	12	150	1.8
13. ES blk	600	-14	1.8
14. WN blk	-600	14	1.8
15. WS blk	-600	-14	1.8
16. EN blk	600	14	1.8
17. SE blk	12	-600	1.8
18. NW blk	-12	600	1.8
19. SW blk	-12	-600	1.8
20. NE blk	12	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: Hanson Aggregrates
RUN: Existing-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	.8	.0	.0	.0	.0	.0	.0	.3	.0
2. NW	97.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	83.	.9	.0	.0	.0	.0	.0	.0	.0	.3
4. NE	263.	.9	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	277.	.8	.0	.0	.0	.0	.0	.0	.0	.4
6. WN mdblk	97.	.9	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.7	.0	.0	.0	.0	.0	.0	.3	.0
8. EN mdblk	263.	.9	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	.5	.1	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.5	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	7.	.5	.0	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	186.	.4	.0	.1	.0	.0	.0	.0	.0	.0
13. ES blk	277.	.8	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.9	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	.7	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.9	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.5	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.4	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.5	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.4	.0	.0	.0	.0	.0	.0	.0	.0

JOB: Hanson Aggregrates
RUN: Existing-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.2
2. NW	.0	.4	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
3. SW	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0
4. NE	.0	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.3	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.6
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0	.3
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.6	.0
17. SE blk	.0	.0	.0	.0	.2	.0	.0	.1	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.1	.0	.0	.2	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: Hanson Aggregrates
RUN: Existing-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	5. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Cherry AvNBA	*	7	-150	7	0	* AG	1063	7.5	.0	10.0
B. Cherry AvNBD	*	7	0	7	150	* AG	1352	7.5	.0	10.0
C. Cherry AvNBL	*	5	-150	0	0	* AG	44	7.5	.0	10.0
D. Cherry AvSBA	*	-12	150	-12	0	* AG	1039	7.5	.0	13.5
E. Cherry AvSBD	*	-12	0	-12	-150	* AG	1084	7.5	.0	11.8
F. Cherry AvSBL	*	-9	150	0	0	* AG	190	7.5	.0	10.0
G. Spring StEBA	*	-150	-9	0	-9	* AG	369	7.5	.0	13.5
H. Spring StEBD	*	0	-9	150	-9	* AG	679	7.5	.0	11.8
I. Spring StEBL	*	-150	-5	0	0	* AG	81	7.5	.0	10.0
J. Spring StWBA	*	150	12	0	12	* AG	909	7.5	.0	13.5
K. Spring StWBD	*	0	12	-150	12	* AG	675	7.5	.0	10.0
L. Spring StWBL	*	150	9	0	0	* AG	95	7.5	.0	10.0
M. Cherry AvNBA	*	7	-750	7	-150	* AG	1107	7.5	.0	10.0
N. Cherry AvNBD	*	7	150	7	750	* AG	1352	7.5	.0	10.0
O. Cherry AvSBA	*	-12	750	-12	150	* AG	1229	7.5	.0	13.5
P. Cherry AvSBD	*	-12	-150	-12	-750	* AG	1084	7.5	.0	11.8
Q. Spring StEBA	*	-750	-9	-150	-9	* AG	450	7.5	.0	13.5
R. Spring StEBD	*	150	-9	750	-9	* AG	679	7.5	.0	11.8
S. Spring StWBA	*	750	12	150	12	* AG	1004	7.5	.0	13.5
T. Spring StWBD	*	-150	12	-750	12	* AG	675	7.5	.0	10.0

JOB: Hanson Aggregrates
RUN: Existing-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR		COORDINATES (M) X	Y	Z
1. SE	•	14	-16	1.8
2. NW	•	-21	19	1.8
3. SW	•	-20	-17	1.8
4. NE	*	14	21	1.8
5. ES mdblk	*	150	-16	1.8
6. WN mdblk	*	-150	19	1.8
7. WS mdblk	*	-150	-17	1.8
8. EN mdblk	*	150	21	1.8
9. SE mdblk	*	14	-150	1.8
10. NW mdblk	*	-21	150	1.8
11. SW mdblk	*	-20	-150	1.8
12. NE mdblk	*	14	150	1.8
13. ES blk	*	600	-16	1.8
14. WN blk	*	-600	19	1.8
15. WS blk	*	-600	-17	1.8
16. EN blk	*	600	21	1.8
17. SE blk	•	14	-600	1.8
18. NW blk	•	-21	600	1.8
19. SW blk	*	-20	-600	1.8
20. NE blk	*	14	600	1.8

JOB: Hanson Aggregrates
RUN: Existing-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	352.	2.7	.3	1.0	.0	.2	.0	.1	.0	.3
2. NW	97.	2.3	.0	.3	.0	.5	.0	.0	.0	.1
3. SW	8.	2.3	.0	.2	.0	.8	.3	.0	.2	.0
4. NE	188.	2.5	.8	.4	.0	.0	.2	.0	.0	.2
5. ES mdblk	279.	1.5	.0	.0	.0	.0	.0	.0	.0	.7
6. WN mdblk	96.	1.5	.0	.0	.0	.0	.0	.0	.0	.1
7. WS mdblk	83.	1.3	.0	.0	.0	.0	.0	.0	.4	.0
8. EN mdblk	262.	1.6	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	2.1	1.1	.1	.0	.2	.1	.0	.0	.0
10. NW mdblk	172.	2.0	.2	.2	.0	1.0	.1	.1	.0	.0
11. SW mdblk	7.	2.1	.1	.2	.0	.1	1.1	.0	.0	.0
12. NE mdblk	188.	2.3	.0	1.3	.0	.2	.2	.0	.0	.0
13. ES blk	277.	1.5	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	1.3	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	1.1	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	263.	1.6	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	2.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	2.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	2.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	2.3	.0	.0	.0	.0	.0	.0	.0	.0

JOB: Hanson Aggregrates
RUN: Existing-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	*	.0	.2	.0	.0	.0	.2	.3	.0	.0	.0	.0	.0
2. NW	*	.0	.7	.2	.0	.0	.0	.0	.0	.0	.2	.2	.0
3. SW	*	.0	.0	.2	.0	.0	.3	.2	.0	.0	.0	.0	.0
4. NE	*	.0	.4	.0	.0	.1	.0	.0	.3	.0	.0	.0	.0
5. ES mdblk	*	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	*	.0	.1	.7	.0	.0	.0	.0	.0	.0	.1	.1	.0
7. WS mdblk	*	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0
8. EN mdblk	*	.0	.9	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	*	.0	.0	.0	.0	.0	.1	.2	.0	.0	.0	.0	.0
10. NW mdblk	*	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	*	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0
12. NE mdblk	*	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
13. ES blk	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.8	.4	.0
14. WN blk	*	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.8
15. WS blk	*	.0	.0	.0	.0	.0	.0	.0	.0	.5	.0	.0	.2
16. EN blk	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	1.1	.0
17. SE blk	*	.0	.0	.0	.0	1.3	.0	.0	.4	.0	.0	.0	.0
18. NW blk	*	.0	.0	.0	.0	.0	.5	1.3	.0	.0	.0	.0	.0
19. SW blk	*	.0	.0	.0	.0	.4	.0	.0	1.2	.0	.0	.0	.0
20. NE blk	*	.0	.0	.0	.0	.0	1.5	.5	.0	.0	.0	.0	.0

HANSON AGGREGRATE

AIR QUALITY CO HOT SPOT ANALYSIS

CALINE4 MODEL PRINTOUTS

EXISTING WITH PROJECT

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: Hanson Aggregrates
RUN: ExistwP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	5. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	*	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Orange AvNBA	*	7	-150	7	0	*	AG	373	5.9	.0	10.0
B. Orange AvNBD	*	7	0	7	150	*	AG	495	5.9	.0	10.0
C. Orange AvNBL	*	5	-150	0	0	*	AG	25	5.9	.0	10.0
D. Orange AvSBA	*	-7	150	-7	0	*	AG	593	5.9	.0	10.0
E. Orange AvSBD	*	-7	0	-7	-150	*	AG	567	5.9	.0	10.0
F. Orange AvSBL	*	-5	150	0	0	*	AG	113	5.9	.0	10.0
G. Spring StEBA	*	-150	-7	0	-7	*	AG	291	5.9	.0	10.0
H. Spring StEBD	*	0	-7	150	-7	*	AG	416	5.9	.0	10.0
I. Spring StEBL	*	-150	-5	0	0	*	AG	54	5.9	.0	10.0
J. Spring StWBA	*	150	7	0	7	*	AG	642	5.9	.0	10.0
K. Spring StWBD	*	0	7	-150	7	*	AG	648	5.9	.0	10.0
L. Spring StWBL	*	150	5	0	0	*	AG	35	5.9	.0	10.0
M. Orange AvNBA	*	7	-750	7	-150	*	AG	398	5.9	.0	10.0
N. Orange AvNBD	*	7	150	7	750	*	AG	495	5.9	.0	10.0
O. Orange AvSBA	*	-7	750	-7	150	*	AG	706	5.9	.0	10.0
P. Orange AvSBD	*	-7	-150	-7	-750	*	AG	567	5.9	.0	10.0
Q. Spring StEBA	*	-750	-7	-150	-7	*	AG	345	5.9	.0	10.0
R. Spring StEBD	*	150	-7	750	-7	*	AG	416	5.9	.0	10.0
S. Spring StWBA	*	750	7	150	7	*	AG	677	5.9	.0	10.0
T. Spring StWBD	*	-150	7	-750	7	*	AG	648	5.9	.0	10.0

JOB: Hanson Aggregrates
RUN: ExistwP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR		COORDINATES (M) X	Y	Z
1. SE	*	14	-14	1.8
2. NW	*	-14	14	1.8
3. SW	*	-14	-14	1.8
4. NE	*	14	14	1.8
5. ES mdblk	•	150	-14	1.8
6. WN mdblk	•	-150	14	1.8
7. WS mdblk	•	-150	-14	1.8
8. EN mdblk	*	150	14	1.8
9. SE mdblk	*	14	-150	1.8
10. NW mdblk	*	-14	150	1.8
11. SW mdblk	*	-14	-150	1.8
12. NE mdblk	*	14	150	1.8
13. ES blk	•	600	-14	1.8
14. WN blk	*	-600	14	1.8
15. WS blk	*	-600	-14	1.8
16. EN blk	•	600	14	1.8
17. SE blk	•	14	-600	1.8
18. NW blk	*	-14	600	1.8
19. SW blk	•	-14	-600	1.8
20. NE blk	•	14	600	1.8

JOB: Hanson Aggregrates
RUN: ExistwP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	353.	1.1	.0	.4	.0	.1	.0	.0	.0	.2
2. NW	97.	1.2	.0	.1	.0	.2	.0	.0	.0	.0
3. SW	7.	1.2	.0	.1	.0	.4	.0	.0	.1	.0
4. NE	263.	1.2	.0	.2	.0	.1	.0	.0	.0	.0
5. ES mdblk	277.	.9	.0	.0	.0	.0	.0	.0	.0	.4
6. WN mdblk	96.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.8	.0	.0	.0	.0	.0	.0	.3	.0
8. EN mdblk	263.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.8	.3	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	173.	1.0	.0	.0	.0	.5	.0	.0	.0	.0
11. SW mdblk	6.	.9	.0	.0	.0	.0	.5	.0	.0	.0
12. NE mdblk	187.	.9	.0	.4	.0	.1	.0	.0	.0	.0
13. ES blk	277.	.8	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.9	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	.8	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.8	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.9	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.9	.0	.0	.0	.0	.0	.0	.0	.0

JOB: Hanson Aggregrates
RUN: ExistwP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	*	.0	.1	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
2. NW	*	.0	.5	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0
3. SW	*	.0	.0	.1	.0	.0	.1	.1	.0	.0	.0	.0	.0
4. NE	*	.0	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	*	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	•	.0	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	*	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	•	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	•	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	•	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	•	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.3	.0
14. WN blk	*	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.6
15. WS blk	*	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0	.3
16. EN blk	•	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.6	.0
17. SE blk	*	.0	.0	.0	.0	.4	.0	.0	.2	.0	.0	.0	.0
18. NW blk	*	.0	.0	.0	.0	.0	.2	.7	.0	.0	.0	.0	.0
19. SW blk	•	.0	.0	.0	.0	.2	.0	.0	.5	.0	.0	.0	.0
20. NE blk	•	.0	.0	.0	.0	.0	.5	.3	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: Hanson Aggregrates
RUN: ExistwP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	5. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Walnut AvNBA	5	-150	5	0	AG	154	5.9	.0	10.0
B. Walnut AvNBD	5	0	5	150	AG	176	5.9	.0	10.0
C. Walnut AvNBL	5	-150	0	0	AG	75	5.9	.0	10.0
D. Walnut AvSBA	-5	150	-5	0	AG	148	5.9	.0	10.0
E. Walnut AvSBD	-5	0	-5	-150	AG	204	5.9	.0	10.0
F. Walnut AvSBL	-5	150	0	0	AG	58	5.9	.0	10.0
G. Spring StEBA	-150	-7	0	-7	AG	342	5.9	.0	10.0
H. Spring StEBD	0	-7	150	-7	AG	439	5.9	.0	10.0
I. Spring StEBL	-150	-5	0	0	AG	26	5.9	.0	10.0
J. Spring StWBA	150	7	0	7	AG	593	5.9	.0	10.0
K. Spring StWBD	0	7	-150	7	AG	648	5.9	.0	10.0
L. Spring StWBL	150	5	0	0	AG	71	5.9	.0	10.0
M. Walnut AvNBA	5	-750	5	-150	AG	229	5.9	.0	10.0
N. Walnut AvNBD	5	150	5	750	AG	176	5.9	.0	10.0
O. Walnut AvSBA	-5	750	-5	150	AG	206	5.9	.0	10.0
P. Walnut AvSBD	-5	-150	-5	-750	AG	204	5.9	.0	10.0
Q. Spring StEBA	-750	-7	-150	-7	AG	368	5.9	.0	10.0
R. Spring StEBD	150	-7	750	-7	AG	439	5.9	.0	10.0
S. Spring StWBA	750	7	150	7	AG	664	5.9	.0	10.0
T. Spring StWBD	-150	7	-750	7	AG	648	5.9	.0	10.0

JOB: Hanson Aggregrates
RUN: ExistwP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	12	-14	1.8
2. NW	*	-12	14	1.8
3. SW	*	-12	-14	1.8
4. NE	*	12	14	1.8
5. ES mdblk	•	150	-14	1.8
6. WN mdblk	*	-150	14	1.8
7. WS mdblk	•	-150	-14	1.8
8. EN mdblk	*	150	14	1.8
9. SE mdblk	*	12	-150	1.8
10. NW mdblk	*	-12	150	1.8
11. SW mdblk	*	-12	-150	1.8
12. NE mdblk	*	12	150	1.8
13. ES blk	*	600	-14	1.8
14. WN blk	*	-600	14	1.8
15. WS blk	•	-600	-14	1.8
16. EN blk	*	600	14	1.8
17. SE blk	*	12	-600	1.8
18. NW blk	*	-12	600	1.8
19. SW blk	*	-12	-600	1.8
20. NE blk	•	12	600	1.8

JOB: Hanson Aggregrates
RUN: ExistwP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	.8	.0	.0	.0	.0	.0	.0	.3	.0
2. NW	97.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	83.	.9	.0	.0	.0	.0	.0	.0	.0	.3
4. NE	263.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	277.	.8	.0	.0	.0	.0	.0	.0	.0	.4
6. WN mdblk	97.	.9	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.8	.0	.0	.0	.0	.0	.0	.3	.0
8. EN mdblk	263.	.9	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.5	.1	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.5	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	6.	.5	.0	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	186.	.5	.0	.2	.0	.0	.0	.0	.0	.0
13. ES blk	277.	.8	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.9	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	.8	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.9	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.5	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.4	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.5	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.4	.0	.0	.0	.0	.0	.0	.0	.0

JOB: Hanson Aggregrates
RUN: ExistwP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.2
2. NW	.0	.4	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0
3. SW	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0
4. NE	.0	.0	.5	.0	.0	.0	.0	.0	.1	.0	.0	.0
5. ES mdblk	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.3	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.6
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0	.3
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.6	.0
17. SE blk	.0	.0	.0	.0	.2	.0	.0	.1	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.1	.0	.0	.2	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: Hanson Aggregrates
RUN: ExistwP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	5. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	*	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Cherry AvNBA	*	7	-150	7	0	*	AG	1063	7.5	.0	10.0
B. Cherry AvNBD	*	7	0	7	150	*	AG	1354	7.5	.0	10.0
C. Cherry AvNBL	*	5	-150	0	0	*	AG	47	7.5	.0	10.0
D. Cherry AvSBA	*	-12	150	-12	0	*	AG	1039	7.5	.0	13.5
E. Cherry AvSBD	*	-12	0	-12	-150	*	AG	1086	7.5	.0	11.8
F. Cherry AvSBL	*	-9	150	0	0	*	AG	190	7.5	.0	10.0
G. Spring StEBA	*	-150	-9	0	-9	*	AG	381	7.5	.0	13.5
H. Spring StEBD	*	0	-9	150	-9	*	AG	689	7.5	.0	11.8
I. Spring StEBL	*	-150	-5	0	0	*	AG	83	7.5	.0	10.0
J. Spring StWBA	*	150	12	0	12	*	AG	920	7.5	.0	13.5
K. Spring StWBD	*	0	12	-150	12	*	AG	689	7.5	.0	10.0
L. Spring StWBL	*	150	9	0	0	*	AG	95	7.5	.0	10.0
M. Cherry AvNBA	*	7	-750	7	-150	*	AG	1110	7.5	.0	10.0
N. Cherry AvNBD	*	7	150	7	750	*	AG	1354	7.5	.0	10.0
O. Cherry AvSBA	*	-12	750	-12	150	*	AG	1229	7.5	.0	13.5
P. Cherry AvSBD	*	-12	-150	-12	-750	*	AG	1086	7.5	.0	11.8
Q. Spring StEBA	*	-750	-9	-150	-9	*	AG	464	7.5	.0	13.5
R. Spring StEBD	*	150	-9	750	-9	*	AG	689	7.5	.0	11.8
S. Spring StWBA	*	750	12	150	12	*	AG	1015	7.5	.0	13.5
T. Spring StWBD	*	-150	12	-750	12	*	AG	689	7.5	.0	10.0

JOB: Hanson Aggregrates
RUN: ExistwP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	14	-16	1.8
2. NW	*	-21	19	1.8
3. SW	*	-20	-17	1.8
4. NE	*	14	21	1.8
5. ES mdblk	*	150	-16	1.8
6. WN mdblk	*	-150	19	1.8
7. WS mdblk	*	-150	-17	1.8
8. EN mdblk	*	150	21	1.8
9. SE mdblk	*	14	-150	1.8
10. NW mdblk	*	-21	150	1.8
11. SW mdblk	*	-20	-150	1.8
12. NE mdblk	*	14	150	1.8
13. ES blk	*	600	-16	1.8
14. WN blk	*	-600	19	1.8
15. WS blk	*	-600	-17	1.8
16. EN blk	*	600	21	1.8
17. SE blk	*	14	-600	1.8
18. NW blk	*	-21	600	1.8
19. SW blk	*	-20	-600	1.8
20. NE blk	*	14	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: Hanson Aggregrates
RUN: ExistwP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	352.	2.7	.3	1.0	.0	.2	.0	.1	.0	.3
2. NW	97.	2.3	.0	.3	.0	.5	.0	.0	.0	.1
3. SW	8.	2.3	.0	.2	.0	.8	.3	.0	.2	.0
4. NE	188.	2.5	.8	.4	.0	.0	.2	.0	.0	.2
5. ES mdblk	278.	1.5	.0	.0	.0	.0	.0	.0	.0	.7
6. WN mdblk	96.	1.5	.0	.0	.0	.0	.0	.0	.0	.1
7. WS mdblk	83.	1.3	.0	.0	.0	.0	.0	.0	.4	.0
8. EN mdblk	262.	1.6	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	2.1	1.1	.1	.0	.2	.1	.0	.0	.0
10. NW mdblk	172.	2.0	.2	.2	.0	1.0	.1	.1	.0	.0
11. SW mdblk	7.	2.1	.1	.2	.0	.1	1.1	.0	.0	.0
12. NE mdblk	188.	2.3	.0	1.3	.0	.2	.2	.0	.0	.0
13. ES blk	277.	1.5	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	1.4	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	1.1	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	263.	1.7	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	2.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	2.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	2.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	2.3	.0	.0	.0	.0	.0	.0	.0	.0

JOB: Hanson Aggregrates
RUN: ExistwP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	*	.0	.2	.0	.0	.0	.2	.3	.0	.0	.0	.0	.0
2. NW	*	.0	.7	.2	.0	.0	.0	.0	.0	.0	.2	.2	.0
3. SW	*	.0	.0	.2	.0	.0	.3	.2	.0	.0	.0	.0	.0
4. NE	*	.0	.4	.0	.0	.1	.0	.0	.3	.0	.0	.0	.0
5. ES mdblk	*	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.1
6. WN mdblk	*	.0	.1	.7	.0	.0	.0	.0	.0	.0	.1	.1	.0
7. WS mdblk	*	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0
8. EN mdblk	*	.0	.9	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	*	.0	.0	.0	.0	.0	.1	.2	.0	.0	.0	.0	.0
10. NW mdblk	*	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	*	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0
12. NE mdblk	*	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
13. ES blk	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.8	.4	.0
14. WN blk	*	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.8
15. WS blk	*	.0	.0	.0	.0	.0	.0	.0	.0	.6	.0	.0	.3
16. EN blk	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	1.1	.0
17. SE blk	*	.0	.0	.0	.0	1.3	.0	.0	.4	.0	.0	.0	.0
18. NW blk	*	.0	.0	.0	.0	.0	.5	1.3	.0	.0	.0	.0	.0
19. SW blk	*	.0	.0	.0	.0	.4	.0	.0	1.2	.0	.0	.0	.0
20. NE blk	*	.0	.0	.0	.0	.0	1.5	.5	.0	.0	.0	.0	.0

NOISE IMPACT ANALYSIS

HANSON AGGREGATES CONCRETE/ASPHALT RECYCLE PLANT

CITY OF LONG BEACH, CALIFORNIA

Submitted to:

EnvironMine, Inc.
Environmental and Mine Permitting Services
3511 Camino Del Rio South, Suite 403
San Diego, California 92108

Prepared by:

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LSA Project No. EVM430

LSA

November 10, 2004

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INTRODUCTION

This noise impact analysis has been prepared to evaluate the potential noise impacts and mitigation measures associated with the proposed concrete and asphalt recycling and crushing operations at a 4.3-acre parcel located at the southeast corner of 32nd Street and Walnut Avenue in the City of Long Beach, California (City). This report is intended to satisfy the City's requirement for a project-specific final noise impact analysis by examining the impacts of the proposed project on noise-sensitive uses in the project area and evaluating the mitigation measures incorporated as part of the project design.

PROJECT DESCRIPTION

Project Location

The proposed project site is located in the City of Long Beach. Comprising 4.3 acres, the proposed project site is owned by Hanson Aggregates (Hanson) and is located at the southeast corner of 32nd Street and Walnut Avenue, north of the Interstate 405 (I-405) Freeway. This site is approximately one mile to the northeast of the existing Han
son site south of the I-405. Figure 1 shows the project location.

Access to the site is gained from Interstate 405 and Cherry Avenue. Truck traffic travels south on Cherry Avenue to Spring Street, west on Spring Street to Walnut Avenue, then north on Walnut Avenue to the site entrance.

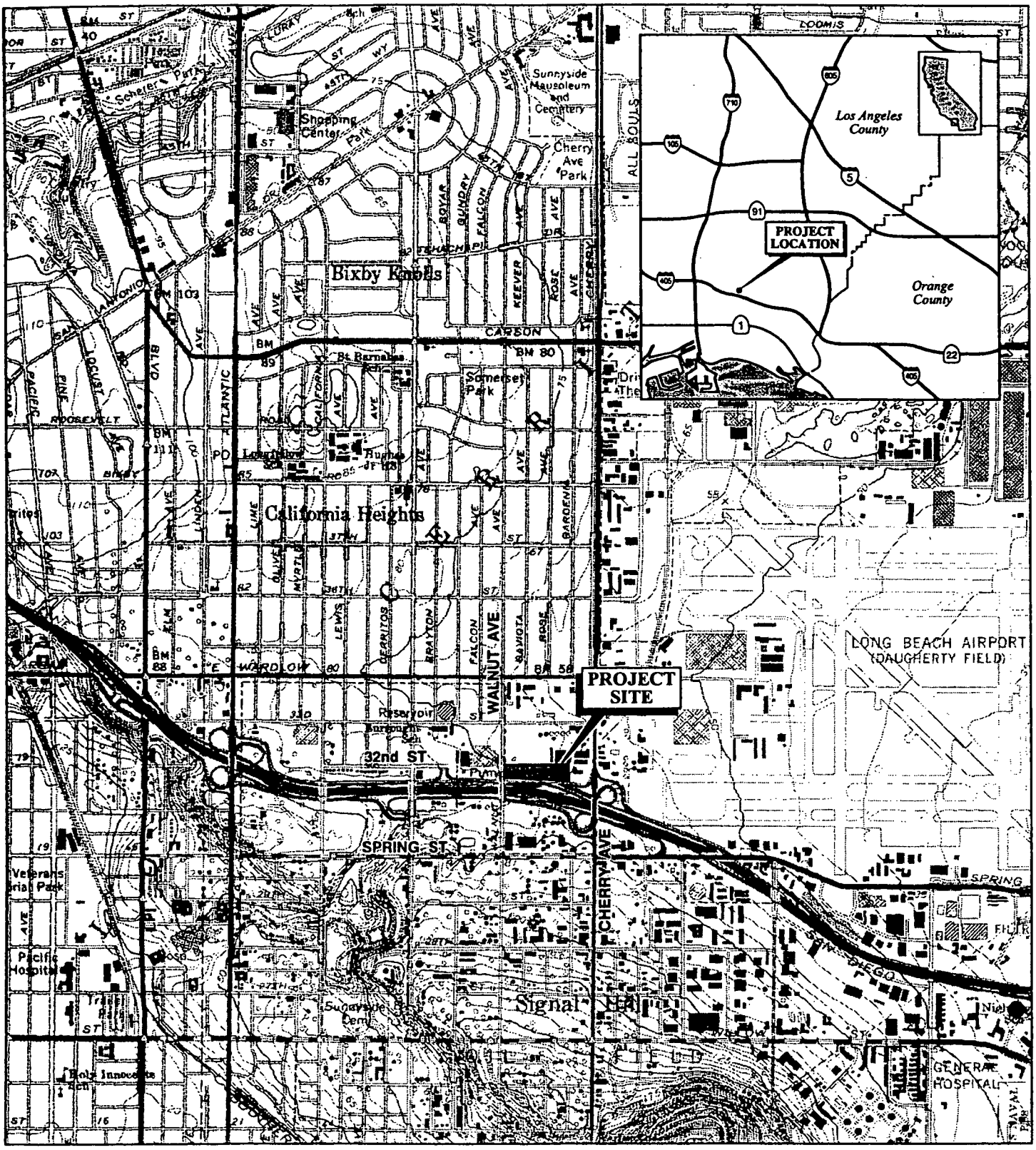
Project Site Existing Setting

The parcel is zoned General Industrial and is a portion of the site currently used for Hot Mix Asphalt (HMA) manufacturing and recycling of recycled asphalt products (RAP). This activity is undertaken by Sully-Miller Contracting through a lease from Hanson.

Project Characteristics

In addition to the HMA and RAP processing that occurs at the site, Hanson wishes to utilize a portion of the site for the collection and recycling of concrete and asphalt demolition materials. Figure 2 is a site plan for the proposed project. The site plan identifies the location of HMA/RAP operations and the proposed construction debris recycling operations.

Hanson currently operates a recycling center for concrete and asphalt demolition materials located at the intersection of California Avenue and Spring Street south of the I-405. This site is located on City property. Hanson has been asked by the City of Long Beach to move its current recycling operations from City property to enable the construction of a recreation facility. Hanson would like to utilize the subject property to include concrete recycling and crushing in addition to the current asphalt production.



LSA

FIGURE 1

Hanson Aggregates Long Beach

Project Location

SOURCE: USGS 7.5' Quad - Long Beach, Ca.

I:\EVM430\G\Location.cdr (8/30/04)

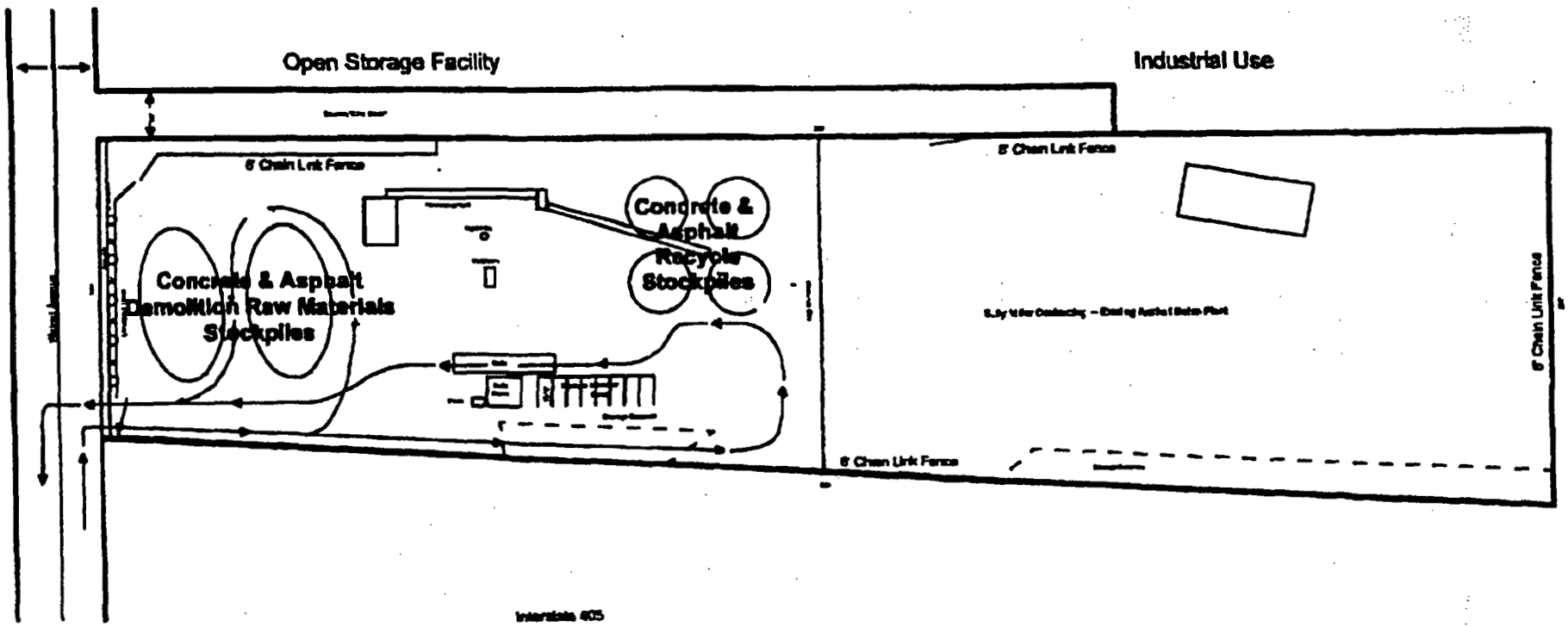


FIGURE 2

LSA

N

0 50 100

FEET

Hanson Aggregates Long Beach

Site Plan

I:\EVM430\G\Site Plan.cdr (8/30/04)

Hanson proposes to utilize about half of the subject site as a recycling center for concrete and asphalt demolition materials. These activities would occur on the western portion of the site. The process of recycling concrete and asphalt demolition materials is similar to the processing requirements for RAP.

For use of the subject property as a recycling center, concrete and asphalt demolition materials will be imported to the site at 20 to 40 truck trips per day. Concrete and asphalt demolition materials are normally composed of broken pieces of concrete or asphalt materials. The sizes of the broken pieces range from a few inches to about three feet in diameter. This material will be stockpiled over an 8-to-12-week period until approximately 5,000 to 8,000 cubic yards of materials are available for processing. A portable processing plant is then brought to the site to crush, screen, and stockpile the processed products. The crushed product is then suitable for use as CMB or Class 2 Base product. The final products are sold to a variety of local end users, including the City of Long Beach.

Equipment used for the recycling operations include the existing office and truck scale, two front end loaders (Cat 966 or equivalent) and periodic use of a portable processing plant. The portable processing plant consists of a portable rock crusher, aggregate screen, and material stacker. The portable processing plant is equipped with dust control equipment to meet air quality permit requirements.

Hanson's recycle operations are very important for the City of Long Beach for a variety of reasons. There are currently only two other concrete and asphalt demolition material recycling facilities operating in the City. As a result, demolition materials originating in the City and surrounding areas will need to be disposed of in a landfill or hauled substantial distances to recycling facilities in other cities.[1]

Relocation of the recycle operations to the Walnut Avenue site will result in essentially the same type of land use that currently occurs at this site. Processing of RAP is no different than the processing of concrete and asphalt products and, where RAP is used for road base, the use is identical.

METHODOLOGY RELATED TO NOISE IMPACT ASSESSMENT

Evaluation of noise impacts associated with a proposed commercial project typically includes the following:

- Determine the short-term construction noise impacts on off-site noise-sensitive uses
- Determine the long-term noise impacts, including vehicular traffic and on-site operations, on off-site noise-sensitive uses
- Determine the required mitigation measures to reduce long-term off-site noise impacts from on-site sources

[1] Note: outside the City of Long Beach, the closest recycling facility is located in the City of Carson.

CHARACTERISTICS OF SOUND

Sound is increasing to such disagreeable levels in our environment that it can threaten our quality of life. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep. To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect our ability to hear. Pitch is the number of complete vibrations or cycles per second of a wave that result in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

Measurement of Sound

Sound intensity is measured through the A-weighted scale (i.e., dBA) to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. For example, 10 decibels are 10 times more intense than 1 decibel, 20 decibels are 100 times more intense, and 30 decibels are 1,000 times more intense. Thirty decibels represent 1,000 times as much acoustic energy as one decibel. A sound as soft as human breathing is about 10 times greater than 0 decibel. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10-decibel increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately six decibels for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source such as highway traffic or railroad operations, the sound decreases three decibels for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases four and one-half decibels for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. However, the predominant rating scales for human communities in the State of California are the Equivalent-Continuous sound level (L_{eq}) and Community Noise Equivalent (CNEL) based on A-weighted decibels (dBA). L_{eq} is the total sound energy of time-varying noise over a sample period. CNEL is the time-varying noise over a 24-hour period, with a weighting factor of 5 dBA applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and with a weighting factor of 10 dBA from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). The noise adjustments are added to the noise events occurring during the more sensitive hours. Day-night average noise (L_{dn}) is similar to the

CNEL but without the adjustment for nighttime noise events. CNEL and L_{dn} are normally exchangeable and within 1 dB of each other. Other noise-rating scales of importance when assessing annoyance factor include the maximum noise level, or L_{max}, and percentile noise exceedance levels, or L_N. L_{max} is the highest exponential time-averaged sound level that occurs during a stated time period. It reflects peak operating conditions and addresses the annoying aspects of intermittent noise. L_N is the noise level that is exceeded "N" percent of the time during a specified time period. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the lowest noise level experienced during a monitoring period. It is normally referred to as the background noise level.

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions and thereby affecting blood pressure, functions of the heart, and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 190 dBA will rupture the eardrum and permanently damage the inner ear. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying less developed areas.

Table A lists "Definitions of Acoustical Terms." Table B shows "Common Sound Levels and Their Sources." Table C shows "Land Use Compatibility for Exterior Community Noise" recommended by the California Department of Health, Office of Noise Control.

SETTING

Sensitive Land Uses in the Project Vicinity

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The surrounding land uses adjacent to the project site are industrial. A business park exists southwest of Walnut Avenue and East 33rd Street. The closest off-site sensitive land use to the project site is the residential area to the northwest, on the northwest corner of Walnut Avenue and 33rd Street, at a distance of approximately 650 ft from the project boundary. Burroughs Elementary School is located along 33rd Street and approximately 750 feet from the project site.

Overview of the Existing Noise Environment

The primary existing noise sources in the project area are transportation facilities. Traffic on Interstate 405 (I-405), Cherry Avenue, and Orange Avenue is the dominant source contributing to area ambient

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of level that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in one second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are A-weighted, unless reported otherwise.
L_{01}, L_{10}, L_{50}, L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 1 percent, 10 percent, 50 percent, and 90 percent of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dBA to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all encompassing noise associated with a given environment at a specified time, usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, 1991.

Table B: Common Sound Levels and Their Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environment	Subjective Evaluation
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle at a Few Feet Away	110	Very Loud	16 times as loud
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	
Near Freeway Auto Traffic	70	Moderately Loud	Baseline
Average Office	60	Quiet	One-half as loud
Suburban Street	55	Quiet	
Light Traffic; Soft Radio Music in Apartment	50	Quiet	One-quarter as loud
Large Transformer	45	Quiet	
Average Residence without Stereo Playing	40	Faint	One-eighth as loud
Soft Whisper	30	Faint	
Rustling Leaves	20	Very Faint	
Human Breathing	10	Very Faint	Threshold of Hearing
	0	Very Faint	

Source: Compiled by LSA Associates, Inc., 1998.

Table C: Land Use Compatibility for Exterior Community Noise

Land Use Category	Noise Range (Ldn or CNEL), dB			
	I	II	III	IV
Passively-used open spaces	50	50–55	55–70	70+
Auditoriums, concert halls, amphitheaters	45–50	50–65	65–70	70+
Residential: low-density single-family, duplex, mobile homes	50–55	55–70	70–75	75+
Residential: multifamily	50–60	60–70	70–75	75+
Transient lodging: motels, hotels	50–60	60–70	70–80	80+
Schools, libraries, churches, hospitals, nursing homes	50–60	60–70	70–80	80+
Actively used open spaces: playgrounds, neighborhood parks	50–67	—	67–73	73+
Golf courses, riding stables, water recreation, cemeteries	50–70	—	70–80	80+
Office buildings, business commercial and professional	50–67	67–75	75+	—
Industrial, manufacturing, utilities, agriculture	50–70	70–75	75+	—

Noise Range I—Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Noise Range II—Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Noise Range III—Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Noise Range IV—Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Office of Noise Control, California Department of Health 1976.

noise levels in the project vicinity. Noise from motor vehicles is generated by engine vibrations, the interaction between the tires and the road, and the exhaust system. Long Beach Municipal Airport is located less than one mile to the east of the project site. Aircraft operations associated with this airport also contributed to the ambient noise in the project area. Noise levels on and in the vicinity of the project site will not change substantially as a result of the proposed project.

Sample Noise Monitoring Results

Because the existing operations have ended at the current site, a noise survey was conducted by LSA Associates, Inc. (LSA) at a facility with similar operations along Foster Road east of Carmenita Road in Santa Fe Springs on September 1, 2004. Noise measurements were taken for 10 minutes at each site. Three measurements at representative locations approximately 50 feet from the rock crusher were taken to document potential source noise levels at the proposed project site.

Table D summarizes the noise measurement data from the three monitoring locations. As shown, the noise levels range from 79.4 to 86.8 dBA L_{max} at 50 feet from the rock crusher, and the L_{eq} noise levels measured at 50 feet from the rock crusher range from 73.5 to 79.4 dBA.

During the source noise measurement, a front-end loader dumping material into the rock crusher, brake screeching, and picking up material from the pile generated 73 to 86.8 dBA L_{max} noise levels.

THRESHOLDS OF SIGNIFICANCE

A project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of the community in which it is located. The applicable noise standards governing the project site are the criteria in the City's Noise Element of the General Plan and Municipal Code.

City of Long Beach Noise Standards

Noise Element of the General Plan. The Noise Element of the General Plan contains noise standards for mobile noise sources. These standards address the impacts of noise from adjacent roadways and airports. The City specifies outdoor and indoor noise limits for residential uses, places of worship, educational facilities, hospitals, hotels/motels, and commercial and other land uses. The noise standard for exterior living areas is 65 dBA CNEL. The indoor noise standard is 45 dBA CNEL, which is consistent with the standard in the California Noise Insulation Standard.

Municipal Code. The City has adopted a quantitative Noise Control Ordinance, No. C-5371, Long Beach 1978 (Municipal Code, Chapter 8.80). The ordinance establishes maximum permissible hourly noise levels (L_{50}) for different districts throughout the City. Tables E and F list exterior noise and interior noise limits for various land uses.

Table D: Santa Fe Springs Source Noise Monitoring Results

Site	Location	Start Time	Duration (minutes)	L_{eq}	L_{max}	L_{min}	L_2	L_8	L_{25}	L_{50}	Noise Sources
1	Approximately 50 feet east of the rock crusher	8:17 am	10	79.4	86.8	76.6	81.9	80.6	79.7	79.2	Generator, rock crusher, dozer dumping materials into the rock crusher, truck reverse signal, brake screeching
2	Approximately 50 feet west of the rock crusher	8:33 am	10	75.5	79.4	73.5	77.2	76.4	75.7	75.3	Generator, rock crusher, dozer dumping materials into the rock crusher, truck reverse signal, brake screeching
3	Approximately 50 feet south of the rock crusher	8:47 am	10	73.5	79.4	70.2	76.6	75.3	74.0	73.1	Generator, rock crusher, dozer dumping materials into the rock crusher, truck reverse signal, brake screeching

Source: LSA Associates, Inc., September 2004.

Table E: Exterior Noise Limits, L_N (dBA)

Receiving Land Use	Time Period	L_{50}	L_{25}	L_8	L_2	L_{max}
Residential (District One)	Night: 10:00 p.m.–7:00 a.m.	45	50	55	60	65
	Day: 7:00 a.m.–10:00 p.m.	50	55	60	65	70
Commercial (District Two)	Night: 10:00 p.m.–7:00 a.m.	55	60	65	70	75
	Day: 7:00 a.m.–10:00 p.m.	60	65	70	75	80
Industrial (District Three)	Anytime*	65	70	75	80	85

* For use at boundaries rather than for noise control within industrial districts.
Source: City of Long Beach Municipal Code

Table F: Maximum Interior Sound Levels, L_N (dBA)

Receiving Land Use	Time Interval	L_8	L_2	L_{max}
Residential	10:00 p.m.–7:00 a.m.	35	40	45
	7:00 a.m.–10:00 p.m.	45	50	55
School	7:00 a.m.–10:00 p.m. (while school is in session)	45	50	55
Hospital and other noise-sensitive zones	Anytime	40	45	50

Source: City of Long Beach Municipal Code

The City's Noise Control Ordinance also governs the time of day that construction work can be performed. The Noise Ordinance prohibits construction, drilling, repair, alteration, or demolition work between the hours of 10:00 p.m. and 7:00 a.m. on weekdays or at any time on weekends or federal holidays if the noise would create a disturbance across a residential or commercial property line or violate the quantitative provisions of the ordinance.

IMPACTS AND MITIGATION MEASURES

The project site has already been graded and the office structure currently exists on the project site. No grading, excavation, or building erection would occur to implement the proposed project. Implementation of the proposed project would result in long-term traffic and stationary noise impacts. Noise generated by on-site activities may impact neighboring sensitive uses. The following discussion focuses on the increase in noise associated with the operation of the proposed project and the traffic in the project area.

Off-Site Traffic Impact

The proposed project would generate 100 gross daily trips, or 180 passenger car equivalent (PCE) trips (LSA, September 2004). Peak hour trips would be 27 gross trips (51 PCE trips) in the morning and none in the afternoon. These trips would be the same as those that went to the existing Hanson site located near the intersection of California Avenue and East Spring Street. Because these project trips contribute to a small percentage to the current vehicular trips on Walnut Avenue and adjacent streets, there would be very little change in the traffic noise levels associated with project

implementation along street segments in the project vicinity. Traffic noise along California Avenue and East Spring Street would potentially decrease as a result of the proposed project. As changes in noise level of three dBA or less are not perceptible to the human ear in an outdoor environment, the noise level changes would be considered less than significant. No mitigation measures are required.

Airport Noise Impact

The Long Beach Municipal Airport is located less than one mile east of the project site. Based on the aircraft noise contours produced by the airport, the project site does not lie within the 60 dBA CNEL contour of the airport. In addition, the proposed project is not considered noise-sensitive. Therefore, airport noise impacts would be small.

On-Site Stationary Sources Noise Impact

The proposed project would place a recycling center for concrete and asphalt demolition materials on site. For use of the subject property as a recycling center, concrete and asphalt demolition materials will be imported to the site at 20 to 40 truck trips per day. Equipment used for the recycling operations include the existing office and truck scale, two front end loaders (Cat 966 or equivalent), and periodic use of a portable processing plant. The portable processing plant consists of a portable rock crusher, aggregate screen, and material stacker.

As stated in the source noise level measurement discussion, the noise levels range from 79.4 to 86.8 dBA L_{max} and the L_{eq} noise level ranges from 73.5 to 79.4 dBA measured at 50 feet from the rock crusher and the front-end loader. During the source noise measurement, front-end loaders dumping material into the rock crusher, brake screeching, and picking up material from the pile generated 73 to 86.8 dBA L_{max} noise levels. Loading and unloading activities associated with concrete delivery trucks generate approximately 78 to 85 dBA L_{max} at a distance of 50 feet. This range of truck noise is similar to, but slightly lower than, the loading/unloading noise from the front-end loaders and rock crushing operations.

The closest distance from the proposed operations to the residences northwest of Walnut Avenue and 33rd Street is approximately 650 feet. The noise attenuation of rock crushing and front-end loader activities, provided by distance divergence at 650 feet, is approximately 22 dBA compared to the level at 50 feet. Burroughs Elementary School is located approximately 750 feet from the project site and would receive 24 dBA from distance attenuation. In addition, the operations would be blocked by the intervening structures between the site and the nearest residences and Burroughs Elementary School, which would provide a minimum of 5 dBA in noise attenuation for areas to the northwest. Therefore, residences to the northwest of the project site would be exposed to on-site rock crushing noise levels of up to 60 dBA L_{max} or 52 dBA L_{eq}. Burroughs Elementary School would be exposed to on-site rock crushing noise levels up to 58 dBA L_{max} or 50 dBA L_{eq}. This noise level range is expected to be lower than traffic noise on Walnut Avenue and 33rd Street and aircraft noise from Long Beach Airport. In addition, this noise level range is lower than the daytime 70 dBA L_{max} (7:00 a.m. to 10:00 p.m.) and nighttime 65 dBA L_{max} (10:00 p.m. to 7:00 a.m.) maximum noise standards established by the City. Therefore, no mitigation is required for on-site operations.

Mitigation Measures

On-Site and Off-Site Traffic Noise. No mitigation measures are required.

On-Site Operations Noise. No mitigation measures are required.

Level of Significance after Mitigation

No significant noise impacts from long-term operation of the project site would occur.

CUMULATIVE IMPACTS

On-site operations are point sources of noise and would not contribute to off-site cumulative noise impacts from other planned and future projects. Project-related traffic would contribute to cumulative traffic noise impacts in the vicinity of the project site, but sound levels will not increase by more than 3 dBA from their corresponding existing levels. This would be considered an insignificant impact.

REFERENCES

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TRAFFIC/CIRCULATION ANALYSIS

HANSON AGGREGATES

LSA

September 17, 2004

TRAFFIC/CIRCULATION ANALYSIS

HANSON AGGREGATES

LONG BEACH, CALIFORNIA

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LSA Project No. HAN431

LSA

September 17, 2004

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INTRODUCTION

LSA Associates, Inc. (LSA) has prepared this traffic/circulation analysis to evaluate the potential impacts to existing roadways and intersections associated with the development and use of the proposed Hanson Aggregates Concrete and Asphalt Recycling and Crushing Operation located at 1630-1660 East 32nd Street in the City of Long Beach (City). The proposed project contemplates the relocation of these facilities from a site at the corner of California Avenue/Spring Street to the new site. The California Avenue/Spring Street site was operational, generating truck traffic, up to two months ago. The previous site is planned as parkland by the City of Long Beach. The new site is vacant and will provide similar services as the previous site.

This study includes a level of service analysis at three proximate intersections with and without the proposed project. Additionally, this study reviews the current General Plan Truck Route map and compares the potential routes of trucks to confirm compliance with the truck routing through Long Beach near the site. If necessary, LSA makes recommendations to enhance or reinforce compliance with the Truck Route map in Long Beach.

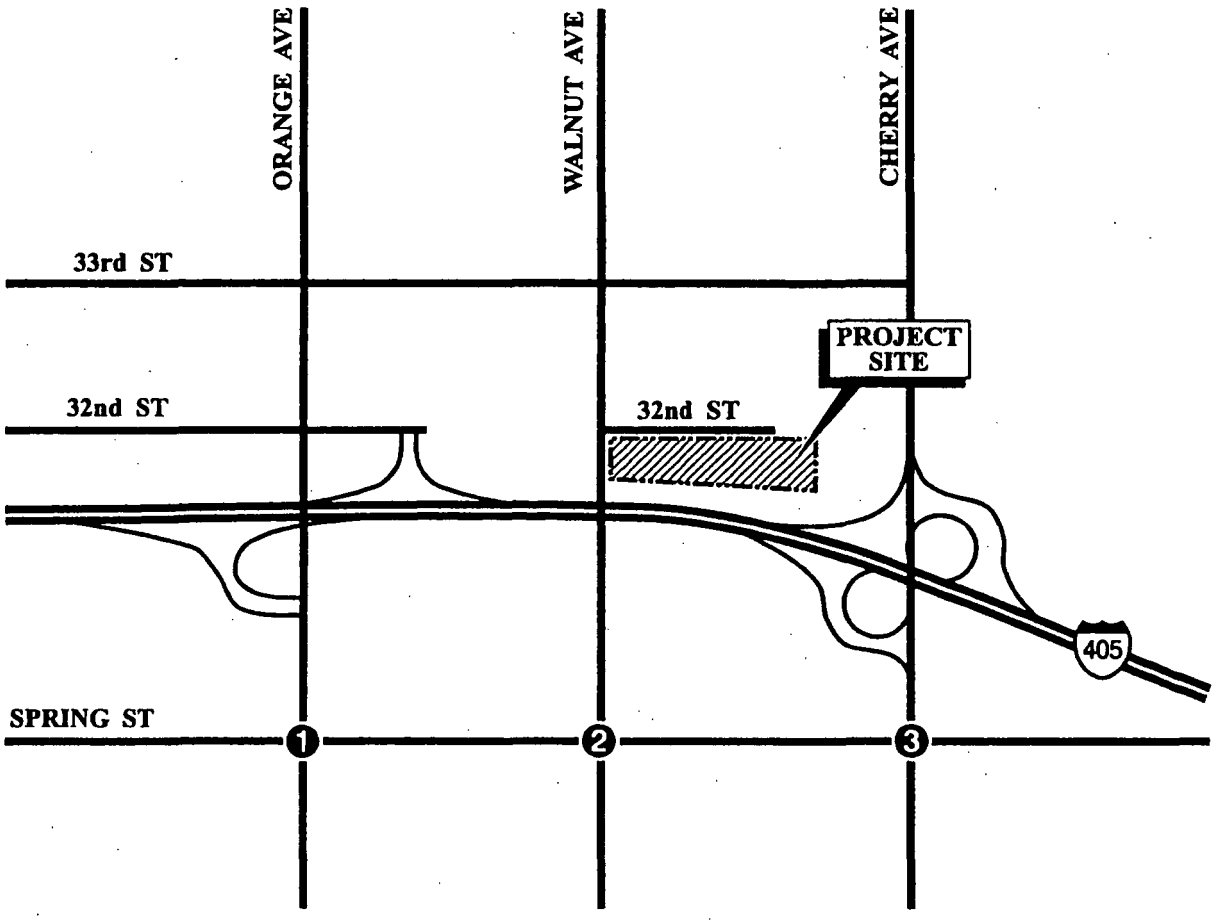
PROJECT DESCRIPTION

Hanson Aggregates (Hanson) is planning to develop a 4.3-acre parcel at the southeast corner of 32nd Street and Walnut Avenue in the City of Long Beach to relocate existing materials demolition and recovery operations from approximately one mile away. The project study area is bounded by 32nd Street to the north, Interstate 405 (I-405) to the south, Cherry Avenue to the east, and Walnut Avenue to the west. The project location and study area intersections are illustrated in Figure 1.

The proposed project includes the relocation of the existing operations from City land to the proposed project site. The relocation was requested by the City in order to facilitate the construction of a sports park at that location. The proposed site was used as a Hot Mix Asphalt (HMA) manufacturing and Recycled Asphalt Products (RAP) operation undertaken by Sully-Miller Contracting through a lease from Hanson and is currently vacant.

Hanson proposes to utilize the western region of the project site as a recycling center for concrete and asphalt demolition materials. The eastern half of the project site will be utilized as a HMA and RAP plant. The proposed uses and site plan are illustrated in Figure 2. For use of the proposed site as a recycling center, concrete and asphalt demolition raw materials will be imported to the site at 20 to 40 truck trips per day. Ancillary services/deliveries (such as food service, postal, etc.) are expected to occur at the site on a daily basis.

Access to the site is via Walnut Avenue at a single driveway. Local circulation is provided along Cherry Avenue and Spring Street. Regional circulation is via the I-405 freeway. Per the City of Long Beach Traffic Engineering Department's approved truck routes and the City's General Plan, truck traffic is expected to travel along Cherry Avenue to Spring Street, west on Spring Street to Walnut Avenue, then north on Walnut Avenue to the site entrance.



LSA

FIGURE 1

LEGEND

1 - Study Area Intersection

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SCHEMATIC - NOT TO SCALE

Hanson Aggregates Long Beach

Project Location and Study Area Intersections

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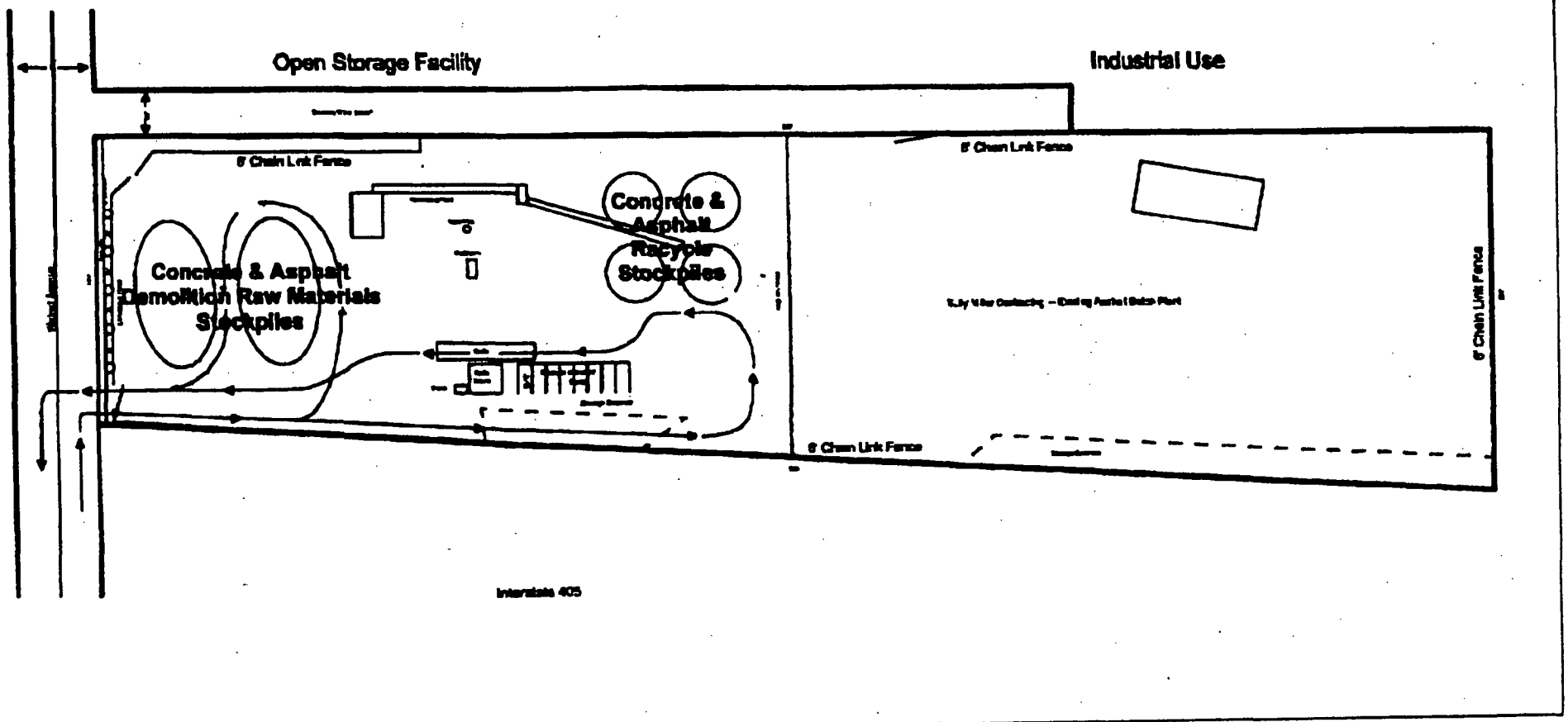

FIGURE 2

Hanson Aggregates Long Beach
Site Plan

50 100
FEET

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EXISTING SETTING

Existing Land Use

The existing facility is located at the southeast corner of California Avenue and Spring Street. The site is bounded by Spring Street to the north, 23rd Street to the south, California Avenue to the west, and Orange Avenue to the east. The existing parcel is zoned Medium Industrial (IM) per the City of Long Beach Zoning Map and is currently used by Hanson as a selling base for crushed rock and aggregate. No recycling operations, hence no truck traffic, are currently present. The site is vacant, but was previously used for recycling operations similar to the proposed site uses. The existing site will be closed permanently at the request of the City to facilitate the construction of a recreational facility (Sports Park). Therefore, Hanson proposes to relocate its operations to 1630–1660 East 32nd Street. The future proposed site is located at the southeast corner of 32nd Street and is currently vacant. This 4.3-acre parcel is zoned General Industrial and its prior uses include HMA manufacturing and the recycling of RAP operations by Sully-Miller Contracting through a lease from Hanson.

Existing Circulation System

The existing circulation system analyzed in this study includes those facilities that could be potentially impacted by project development. These include the major routes to/from the site and the regional circulation system.

The **I-405 Freeway** is a regional freeway with eight mixed flow lanes linking Orange and Los Angeles Counties through the South Bay area. The I-405 has one high occupancy vehicle (HOV) lane in each direction in the vicinity of the proposed project. Freeway ramps are provided at Spring Street, Cherry Avenue, and Orange Avenue near the project site.

Cherry Avenue is a six-lane north-south Major arterial. Cherry Avenue is a regional circulation corridor throughout all of Long Beach.

Spring Street is a six-lane east-west Major arterial near the project site. East Spring Street provides circulation through Long Beach from the Metro Blue Line past the Long Beach Airport.

Orange Avenue is a six-lane north-south Major arterial. From Pacific Coast Highway north past the existing site, Orange Avenue traverses the City.

Walnut Avenue is a four-lane Collector street and provides direct access to adjacent industrial and commercial uses.

The City of Long Beach maintains a Truck Route map in the General Plan Circulation Element. This Truck Route map indicates the facilities that are passable by trucks greater than three tons. Trucks are to use these roadways for travel through the City of Long Beach. Other roadways may be used as direct connections to individual uses and sites from established Truck Routes. Figure 3 presents the current Long Beach Truck Route map. Figure 4 illustrates the Truck Route coverage in relation to the existing and proposed project sites.

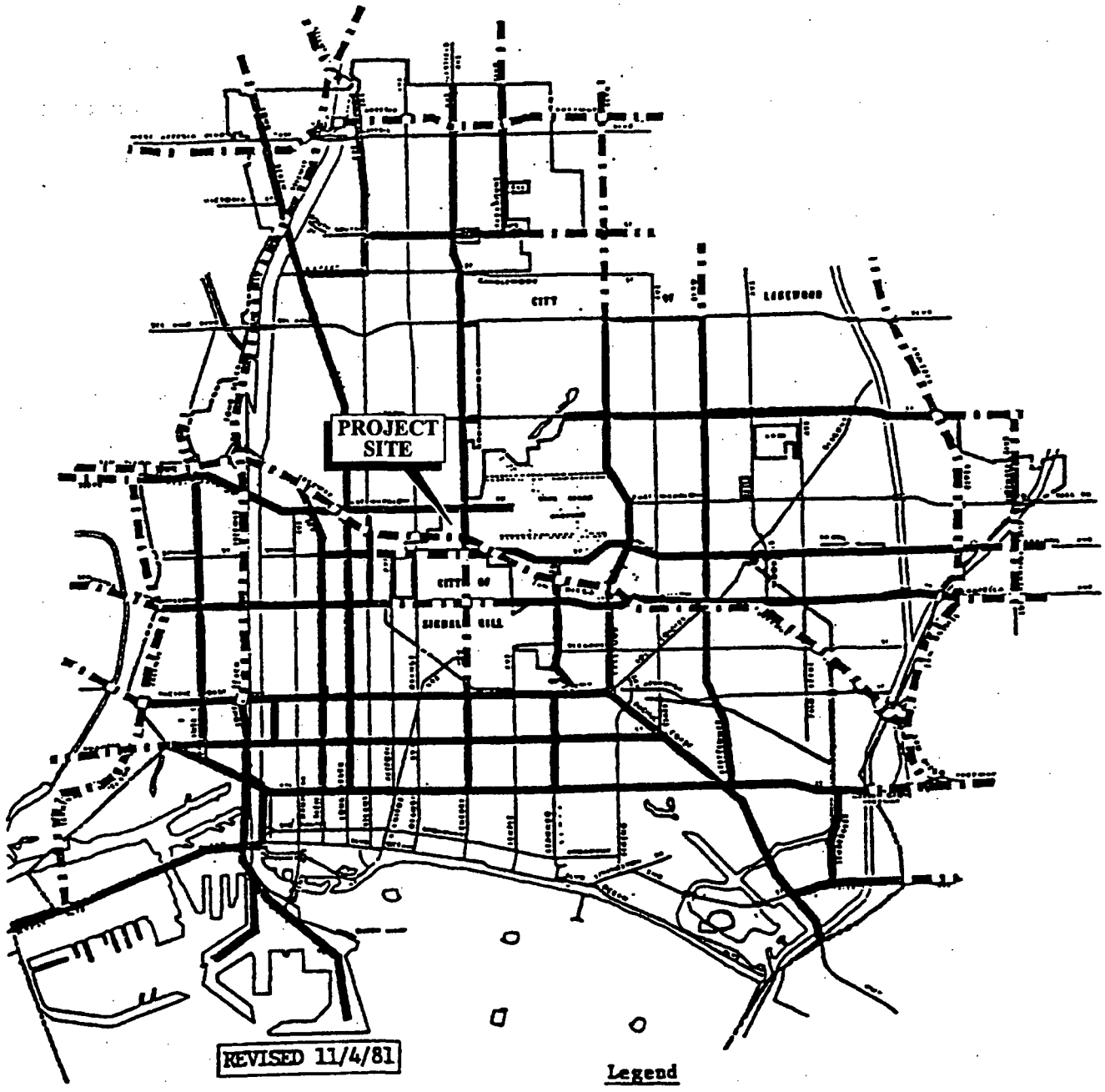

FIGURE 3

Hanson Aggregates Long Beach
Truck Route System

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N

0 1 2
MILES

SOURCE: _____

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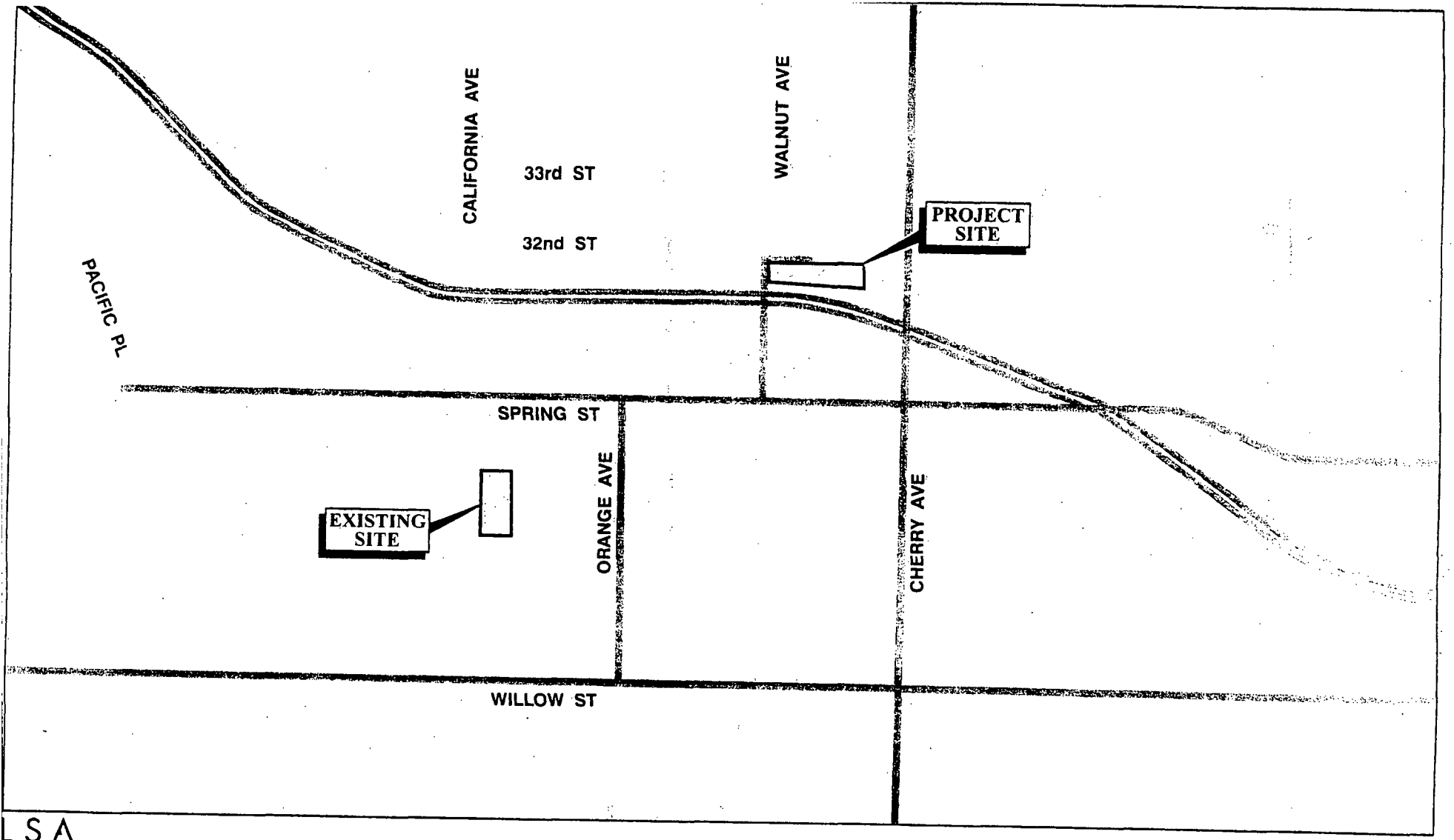


LSA

LEGEND

- Truck Routes
- Local Streets to/from Project Site

FIGURE 4

N

0 750 1500

FEET

BASE MAP SOURCE: USGS 7.5' Quad - Long Beach, Ca.

:\HAN431\G\Truck Routes-Study Area.cdr (9/16/04)

Hanson Aggregates Long Beach

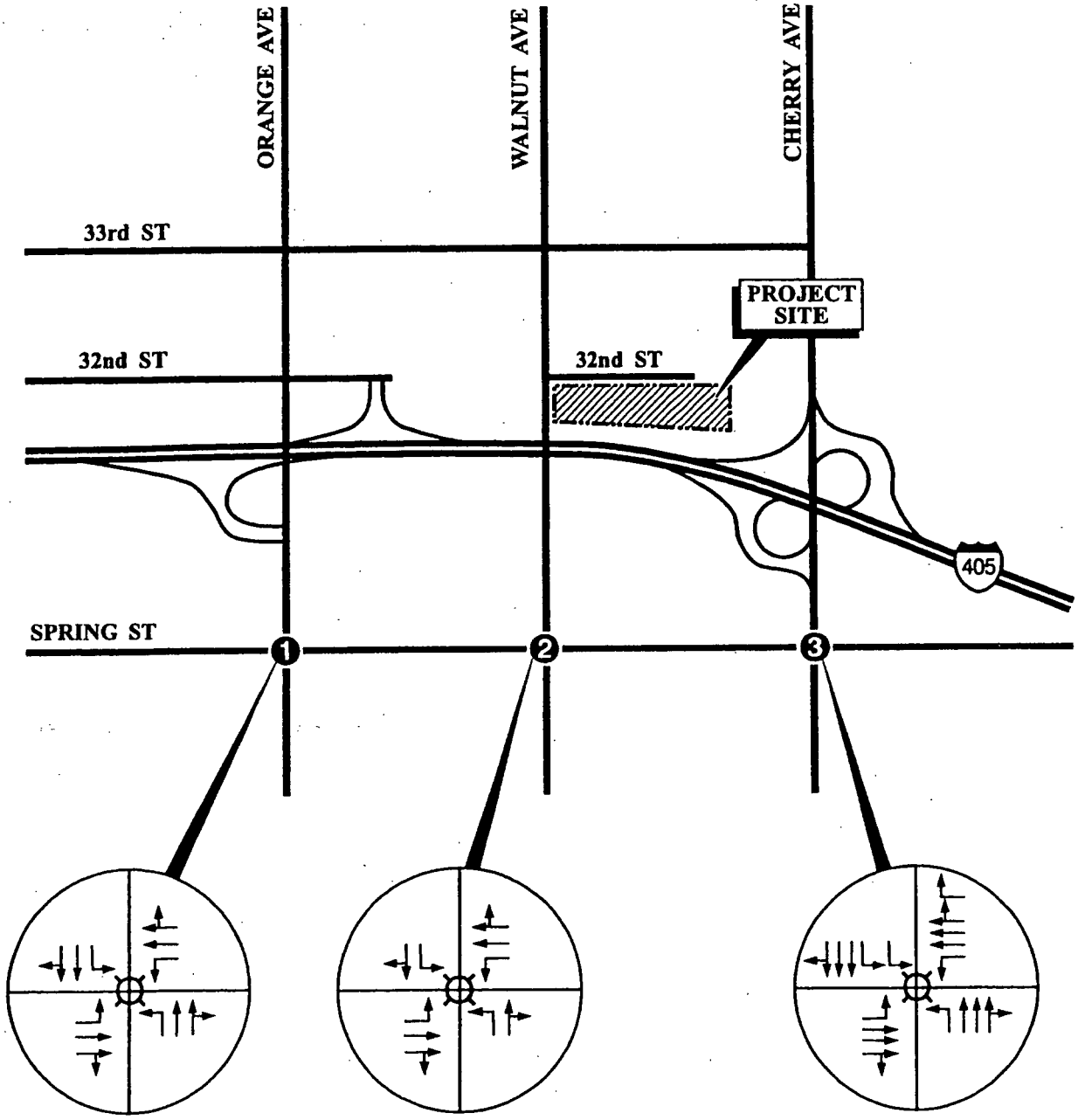
Truck Route System Within the Study Area

Existing Intersection Level of Service

Southland Car Counters conducted existing peak hour intersection turn movement counts on Thursday, August 26, 2004, at the study area intersections of Orange Avenue/Spring Street, Walnut Avenue/Spring Street, and Cherry Avenue/Spring Street. The counts are provided in Appendix A. Intersection turn-lane configurations are illustrated in Figure 5 for the three study area intersections. All three intersections are signalized with protected left-turn phasing at each approach. Existing peak hour traffic volumes at these three intersections are illustrated in Figure 6.

The ICU methodology was used to determine levels of service (LOS) for the signalized study area intersections, consistent with the City of Long Beach's requirements. This methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The resulting ICU is expressed in terms of LOS, where LOS A represents free-flow activity, and LOS F represents overcapacity operation. LOS is a qualitative assessment of the quantitative effects of such factors as traffic volume, roadway geometrics, speed, delay, and maneuverability on roadway and intersection operations. The LOS criteria for signalized intersections using the ICU methodology are presented below.

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized, and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, speed can drop to zero.



LSA

FIGURE 5

LEGEND

1 - Study Area Intersection

- Traffic Signal

- Directional Travel Lane

N

SCHEMATIC - NOT TO SCALE

Hanson Aggregates Long Beach

Existing Intersection Geometrics

I:\HAN431\G\Ex Geo.cdr (9/17/04)

Table A: Existing Level of Service Summary

	AM		PM	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
1. Orange Avenue/Spring Street	0.54	A	0.68	B
2. Walnut Avenue/Spring Street	0.43	A	0.69	B
3. Cherry Avenue/Spring Street	0.79	C	0.94	E

As seen in the Table, the intersections of Orange Avenue/Spring Street and Walnut Avenue/Spring Street currently operate with satisfactory levels of service (LOS D or better). The intersection of Cherry Avenue/Spring Street operates at LOS E in the p.m. peak hour.

PROJECT IMPACTS

Project impacts were assessed within the study area by adding project-related traffic to the existing traffic base. Daily and peak hour trips were generated for the proposed project based on the operational schedule provided by the applicant and confirmed based on observations made by LSA at a similar site in Santa Fe Springs. Levels of service were calculated for the resultant Existing plus Project condition and compared with those identified for the Existing Condition. Furthermore, project impacts were based on the project's ability to maintain compliance with the travel restrictions identified in the City of Long Beach Truck Route map.

It should be noted that as recently as Spring 2004, truck traffic associated with the recycling activities was part of the traffic mix in the area from the previous operations located less than one mile away. Since the previous site is closed, reinstatement of the operation will result in all new traffic, which will be similar to the levels of the previous operation. Therefore, the probability of significant circulation impacts is low and equal to the traffic environment prior to the closure of the existing facility.

Project Trip Generation

Daily and a.m. and p.m. peak hour trips have been generated for the proposed facility based on an operational schedule provided by the applicant. LSA sought to collect real traffic data at the existing site; however, it is closed. Instead, LSA made observations at a similar site managed by Hanson in Santa Fe Springs. The Santa Fe Springs site is located at 13539A East Foster Road and provides the same services of crushing, aggregate mixing, and loading as those proposed for the Long Beach site.

Table B illustrates the proposed project trip generation estimation. A total of 40 five-axle trucks are proposed as the maximum service at the proposed site. This maximum service is generally similar to that observed at Santa Fe Springs. Based on the service rates observed at the Santa Fe Springs site, each truck enters the site, stops at the scale/lift, is filled, and departs the site in a five-minute period. The service rate for each truck is five minutes.

The applicant has indicated that the average number of employees is two per day. However, the Santa Fe Springs site appeared to have as many as five employees on-site. The Santa Fe Springs site

Table B - Hanson Aggregates Trip Generation Summary

	ADT	AM Peak Hour			PM Peak Hour[1]		
		In	Out	Total	In	Out	Total
Five-Axle Trucks[2]	80	12	12	24	0	0	0
Passenger Cars[3]	10	3	0	3	0	0	0
Delivery/Service Vehicles[4]	10	0	0	0	0	0	0
Gross Trip Generation	100	15	12	27	0	0	0
Trip Generation Adjusted to PCE[5]	180	27	24	51	0	0	0

Notes:

[1] The Santa Fe Springs operation closed at 3:30 p.m. prior to the p.m. peak hour.

[2] Five-Axle Truck a.m. arrivals are based on 7:00 a.m. start-up, five minute service rate observed at Santa Fe Springs site and the 40 truck service capacity. All arriving trucks are served and depart within the hour. (The 7:00 a.m. start-up is attributable to the Santa Fe Springs site and may not be applicable to the proposed site)

[3] Includes up to five office staff and machine operators at the proposed site. Passenger car a.m. arrivals are based on 75% of employee arrivals occurring prior to the a.m. peak hour and 25% of employees arriving during the a.m. peak hour.

[4] Includes a water truck (on-site all day), lunch service, postal service, and other deliveries.

[5] PCE = Passenger Car Equivalency (The number of trucks is adjusted to reflect passenger car traffic. Therefore, the number of trucks is multiplied by a PCE factor of 2).

ADT = Average Daily Traffic

opened at 7:00 a.m., prior to the morning peak commute hour. For purposes of this analysis, 75 percent of the employees arrive to open the proposed facility. The remaining 25 percent arrive during the morning peak commute hour. Up to five service and delivery vehicles are considered on site throughout the day. These include a water truck, lunch service, postal service, and other possible deliveries.

Based on this operational schedule, 100 daily vehicle trips are estimated for the site, with 27 occurring in the a.m. peak hour. The inclusion of heavy trucks in the traffic flow can adversely affect general traffic conditions. Each heavy truck operates like multiple vehicles (i.e., slower turning, acceleration, and general travel speeds). For purposes of this analysis, each truck is considered as two passenger-car equivalents (PCE), consistent with the Highway Capacity Manual direction for heavy vehicles on flat terrain. The effective trip generation of the site, then, is 180 PCEs per day, with 51 PCEs occurring in the a.m. peak hour.

Project Trip Distribution and Assignment

Trip distribution for the proposed project was based on logical travel corridors and minimum time paths. Project traffic volumes for vehicles both entering and exiting the project site were distributed and assigned to the adjacent street system based on the proximity to regional routes (i.e., I-405, major arterials, and truck routes (i.e., Cherry Avenue and Spring Street in the surrounding area).

As illustrated in Figure 7, approximately 40 percent of the trips are destined northwest via the I-405, 40 percent southeast via the I-405, and 10 percent each north and south along Cherry Avenue.

The project traffic volumes were assigned to the adjacent street system based on the trip distribution percentages and net trip generation. The resulting project trip assignment is also illustrated in Figure 7.

Existing Plus Project Levels Of Service

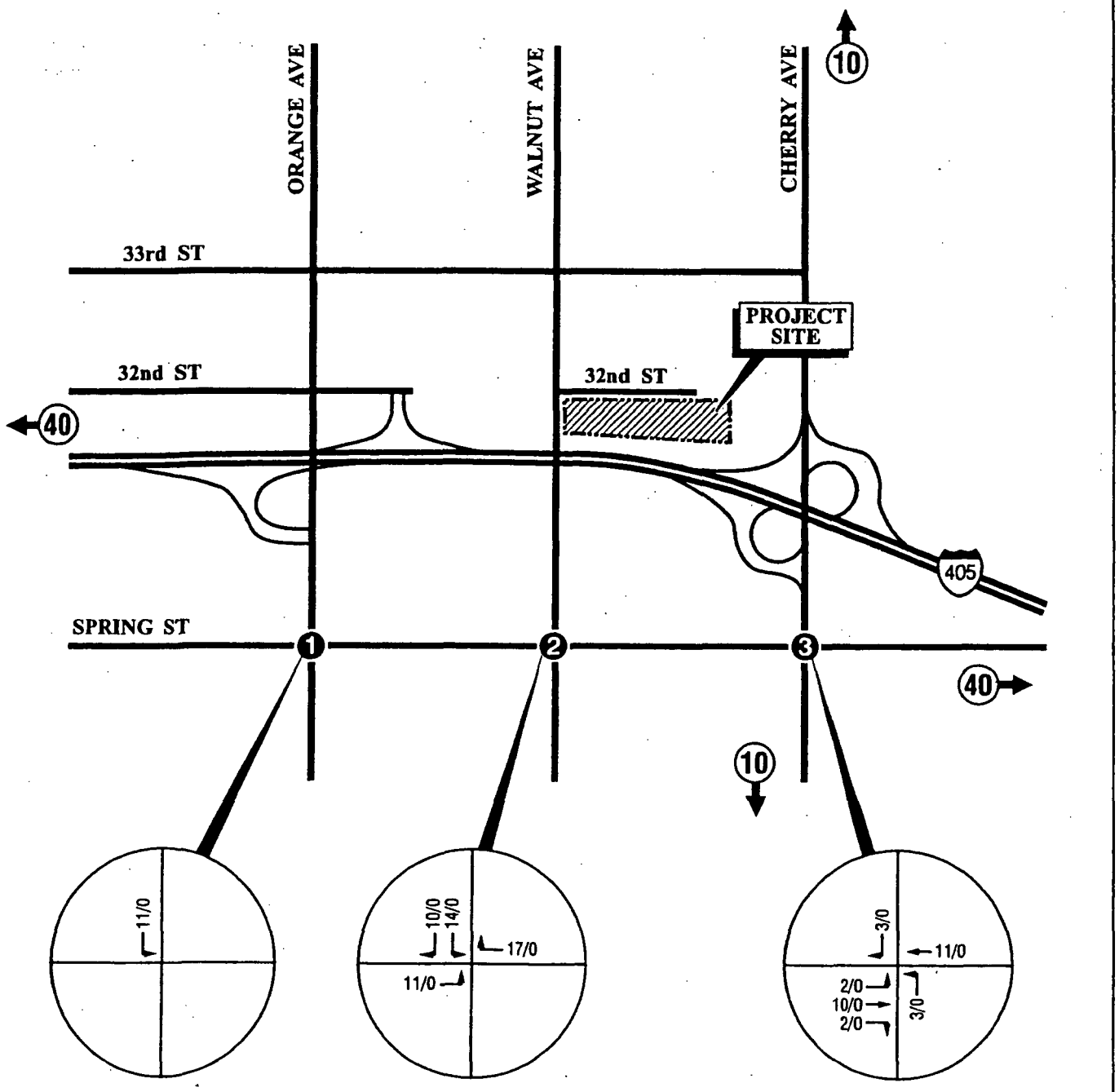
To determine existing plus project conditions, traffic generated by the proposed project is added to existing traffic volumes at the study area intersections. Figure 8 shows the resulting existing plus project a.m. and p.m. peak-hour traffic volumes at the study area intersections.

Table C summarizes the results of the existing plus project a.m. and p.m. peak-hour LOS analysis for the two signalized study area intersections.

Table C: Existing Plus Project Level of Service Summary

	AM		PM	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
1. Orange Avenue/Spring Street	0.54	A	0.68	B
2. Walnut Avenue/Spring Street	0.45	A	0.69	B
3. Cherry Avenue/Spring Street	0.80	C	0.94	E

As this table indicates, the intersections of Orange Avenue/Spring Street and Walnut Avenue/Spring Street will continue to operate with satisfactory levels of service (LOS D or better) with



LSA

LEGEND

1 - Study Area Intersection

XX/XX - AM/PM Peak Hour Traffic Volumes

5 - Trip Distribution

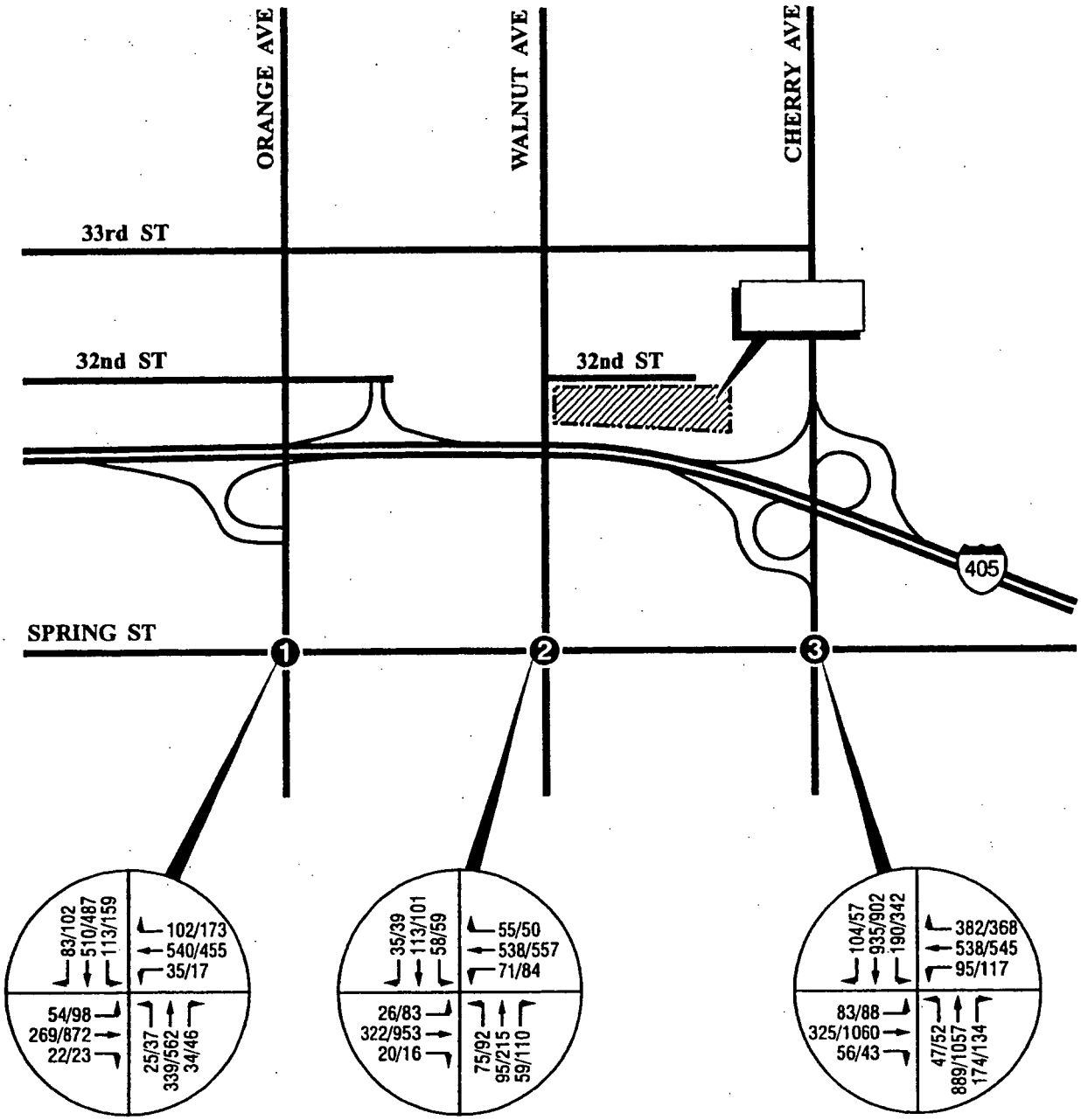
N

SCHEMATIC - NOT TO SCALE

FIGURE 7

Hanson Aggregates Long Beach

Project Trip Distribution and Assignment



LSA

FIGURE 8

LEGEND

1 - Study Area Intersection

XX/XX - AM/PM Peak Hour Traffic Volumes

N

SCHEMATIC - NOT TO SCALE

Hanson Aggregates Long Beach

Existing Plus Project Traffic Volumes

I:\HAN431\G\Ex+Proj Vols.cdr (9/17/04)

project-related traffic (expressed as PCEs). The intersection of Cherry Avenue/Spring Street will continue to operate at LOS E in the p.m. peak hour with project implementation, but the ICU value will not change from 0.94. The project does not add measurable traffic to this intersection as defined by the City's thresholds.

The implementation of the proposed Hanson facility will not create or exacerbate a level of service impact at local intersections in Long Beach. No capital circulation improvements are required to offset a project impact.

Truck Route Conformity

The proposed project is within one-half block of an identified truck route in the City of Long Beach at Spring Street. The travel route from the site to Spring Street is along Walnut Avenue. Walnut Avenue is an industrial collector fronted by warehouse and manufacturing uses on the east and open lot sales (i.e., pipe and tool sales) to the west. Heavy trucks have used this route previously as part of the previous use of the project site. Sensitive receptors, such as residential dwellings, do not appear to exist on Walnut Avenue along the Hansen Aggregates travel route. On Walnut Avenue, truck restriction signs are present ("No Trucks over 3 Tons" under the speed limit signs). It appears these signs are intended to restrict trucks to the neighborhood to the north of Wardlow. If the project is allowed to proceed, these signs should be removed and relocated to a more appropriate location to address neighborhood traffic concerns. Trucks have and will continue to use Walnut Avenue to arrive at and depart from the site.

From Spring Street, project-related traffic can move to/from the I-405 freeway for regional travel along other truck routes, or move in any direction unhindered along the network of truck routes. From the regional travel perspective, signing is provided at the Spring Street/I-405 ramp intersections, indicating the presence of established truck routes. Likewise, truck route signage appears adequate along the City routes of Spring Street, Cherry Avenue, and Willow Street. No additional signage is recommended to reinforce the established truck routes in the vicinity of the proposed Hanson facility.

APPENDIX A

EXISTING TRAFFIC COUNTS

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Orange Ave. DATE: 8/26/2004 LOCATION: City of Long Beach

E-W STREET: Spring St DAY: THURSDAY PROJECT# 04-1521-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	72	4	15	85	12	18	56	5	5	72	20	367
7:15 AM	4	88	3	18	121	23	10	50	2	7	105	14	445
7:30 AM	5	86	4	23	131	19	16	52	4	9	110	16	475
7:45 AM	6	92	12	29	143	23	19	95	8	11	143	28	609
8:00 AM	7	91	4	30	136	24	13	68	5	7	156	36	577
8:15 AM	7	70	14	20	100	17	6	54	5	8	131	22	454
8:30 AM	4	66	8	19	109	19	6	65	7	10	93	24	430
8:45 AM	9	59	9	26	102	21	10	61	5	13	96	31	442
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	45	624	58	180	927	158	98	501	41	70	906	191	3799

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	25	339	34	102	510	83	54	269	22	35	540	102	2115
PEAK HR. FACTOR:		0.905			0.891			0.707			0.851		0.868

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Orange Ave. DATE: 8/26/2004 LOCATION: City of Long Beach

E-W STREET: Spring St DAY: THURSDAY PROJECT# 04-1521-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	8	127	10	57	138	22	17	162	3	10	113	33	700
4:15 PM	8	123	10	14	128	23	17	132	1	9	96	25	586
4:30 PM	11	131	7	36	108	24	21	186	7	6	80	37	654
4:45 PM	9	144	9	41	119	23	28	192	3	5	99	41	713
5:00 PM	11	156	10	35	131	30	26	211	1	2	107	46	766
5:15 PM	7	142	6	43	123	24	21	217	5	5	92	33	718
5:30 PM	6	128	14	39	105	21	22	227	8	4	125	45	744
5:45 PM	13	136	16	42	128	27	29	217	9	6	131	49	803
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 73	NT 1087	NR 82	SL 307	ST 980	SR 194	EL 181	ET 1544	ER 37	WL 47	WT 843	WR 309	TOTAL 5684

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	37	562	46	159	487	102	98	872	23	17	455	173	3031
PEAK HR. FACTOR:		0.911			0.949			0.966			0.867		0.944

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Walnut Ave. DATE: 8/26/2004 LOCATION: City of Long Beach

E-W STREET: Spring St DAY: THURSDAY PROJECT# 04-1521-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	11	14	12	1	18	6	2	70	0	12	75	9	230
7:15 AM	19	22	12	12	20	7	2	72	0	15	113	8	302
7:30 AM	14	25	12	12	31	4	3	97	0	17	135	16	366
7:45 AM	17	24	10	11	26	6	4	83	2	14	127	8	332
8:00 AM	31	21	15	8	23	7	3	66	3	28	135	3	343
8:15 AM	13	25	22	13	33	8	5	76	15	12	141	11	374
8:30 AM	14	21	14	8	27	7	6	83	10	12	118	12	332
8:45 AM	16	20	21	12	29	8	9	66	9	14	127	14	345
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 135	NT 172	NR 118	SL 77	ST 207	SR 53	EL 34	ET 613	ER 39	WL 124	WT 971	WR 81	TOTAL 2624

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	75	95	59	44	113	25	15	322	20	71	538	38	1415
PEAK HR. FACTOR:		0.854			0.843			0.893			0.963		0.946

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Walnut Ave. DATE: 8/26/2004 LOCATION: City of Long Beach

E-W STREET: Spring St DAY: THURSDAY PROJECT# 04-1521-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	21	54	16	10	26	4	21	194	1	13	94	7	461
4:15 PM	19	51	21	13	19	8	17	213	2	8	121	10	502
4:30 PM	22	43	24	9	27	10	10	215	4	19	107	16	506
4:45 PM	20	66	27	14	33	8	19	228	3	21	129	11	579
5:00 PM	29	78	35	17	35	12	24	213	4	25	132	20	624
5:15 PM	17	59	32	10	24	12	17	232	5	17	118	9	552
5:30 PM	21	47	19	16	23	6	20	258	4	23	143	13	593
5:45 PM	25	31	24	16	19	9	22	250	3	19	164	8	590
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 174	NT 429	NR 198	SL 105	ST 206	SR 69	EL 150	ET 1803	ER 26	WL 145	WT 1008	WR 94	TOTAL 4407

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	92	215	110	59	101	39	83	953	16	84	557	50	2359
PEAK HR. FACTOR:		0.734			0.777			0.933			0.904		0.945

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Cherry Ave. DATE: 8/26/2004 LOCATION: City of Long Beach

E-W STREET: Spring St DAY: THURSDAY PROJECT# 04-1521-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	2	3	0	1	3	0	2	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	208	36	44	190	23	7	46	6	14	63	94	736
7:15 AM	7	210	43	50	209	19	9	77	8	16	106	121	875
7:30 AM	12	225	42	36	179	38	22	104	18	17	133	96	922
7:45 AM	16	214	41	34	188	33	26	112	21	19	128	98	930
8:00 AM	10	245	45	35	274	23	21	60	8	22	132	107	982
8:15 AM	6	201	40	62	230	26	16	70	11	26	130	83	901
8:30 AM	12	229	48	59	243	22	18	73	14	28	137	94	977
8:45 AM	8	241	53	43	228	24	20	62	10	19	44	106	858
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 76	NT 1773	NR 348	SL 363	ST 1741	SR 208	EL 139	ET 604	ER 96	WL 161	WT 873	WR 799	TOTAL 7181

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	44	889	174	190	935	104	81	315	54	95	527	382	3790
PEAK HR. FACTOR:		0.923			0.925			0.708			0.962		0.965

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Cherry Ave. DATE: 8/26/2004 LOCATION: City of Long Beach

E-W STREET: Spring St DAY: THURSDAY PROJECT# 04-1521-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	2	3	0	1	3	0	2	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	18	216	49	76	231	12	31	159	18	32	106	111	1059
4:15 PM	19	230	50	74	223	10	25	165	15	21	100	108	1040
4:30 PM	12	313	56	90	260	9	18	186	11	32	113	103	1203
4:45 PM	11	249	54	89	221	22	22	232	11	31	124	93	1159
5:00 PM	9	261	42	93	219	14	19	248	13	29	127	106	1180
5:15 PM	14	254	33	87	221	13	25	268	10	32	119	94	1170
5:30 PM	18	273	28	84	229	13	22	273	11	30	127	86	1194
5:45 PM	11	269	31	78	233	17	22	271	9	26	172	82	1221
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 112	NT 2065	NR 343	SL 671	ST 1837	SR 110	EL 184	ET 1802	ER 98	WL 233	WT 988	WR 783	TOTAL 9226

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	52	1057	134	342	902	57	88	1060	43	117	545	368	4765
PEAK HR. FACTOR:		0.974			0.992			0.973			0.920		0.976

CONTROL: SIGNALIZED

APPENDIX B

EXISTING ICU/LOS WORKSHEETS

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.:1
NORTH/SOUTH: Orange Avenue
EAST/WEST: Spring Street

	Existing					
Move-ment	Lane	Capacity	Volume AM	Volume PM	V/C Ratio AM	V/C Ratio PM
NBL	1	1,600	25	37	0.02 *	0.02
NBT	2	3,200	339	562	0.12	0.19 *
NBR	0	0	34	46	0.00	0.00
SBL	1	1,600	102	159	0.06	0.10 *
SBT	2	3,200	510	487	0.19 *	0.18
SBR	0	0	83	102	0.00	0.00
EBL	1	1,600	54	98	0.03 *	0.06
EBT	2	3,200	269	872	0.09	0.28 *
EBR	0	0	22	23	0.00	0.00
WBL	1	1,600	35	17	0.02	0.01 *
WBT	2	3,200	540	455	0.20 *	0.20
WBR	0	0	102	173	0.00	0.00
N/S Critical Movements					0.21	0.29
E/W Critical Movements					0.23	0.29
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.54	0.68
Level of Service (LOS)					A	B

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.:2
NORTH/SOUTH: Walnut Avenue
EAST/WEST: Spring Street

	Existing					
Move-ment	Lane	Capacity	Volume AM	Volume PM	V/C Ratio AM	V/C Ratio PM
NBL	1	1,600	75	92	0.05 *	0.06
NBT	1	1,600	95	215	0.10	0.20 *
NBR	0	0	59	110	0.00	0.00
SBL	1	1,600	44	59	0.03	0.04 *
SBT	1	1,600	113	101	0.09 *	0.09
SBR	0	0	25	39	0.00	0.00
EBL	1	1,600	15	83	0.01 *	0.05
EBT	2	3,200	322	953	0.11	0.30 *
EBR	0	0	20	16	0.00	0.00
WBL	1	1,600	71	84	0.04	0.05 *
WBT	2	3,200	538	557	0.18 *	0.19
WBR	0	0	38	50	0.00	0.00
N/S Critical Movements					0.14	0.24
E/W Critical Movements					0.19	0.35
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.43	0.69
Level of Service (LOS)					A	B

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.:3
NORTH/SOUTH: Cherry Avenue
EAST/WEST: Spring Street

	Existing					
Move-ment	Lane	Capacity	Volume AM	Volume PM	V/C Ratio AM	V/C Ratio PM
NBL	1	1,600	44	52	0.03	0.03
NBT	2	3,200	889	1,057	0.33 *	0.37 *
NBR	0	0	174	134	0.00	0.00
SBL	2	2,880	190	342	0.07 *	0.12 *
SBT	3	4,800	935	902	0.22	0.20
SBR	0	0	104	57	0.00	0.00
EBL	1	1,600	81	88	0.05 *	0.06
EBT	3	4,800	315	1,060	0.08	0.23 *
EBR	0	0	54	43	0.00	0.00
WBL	2	2,880	95	117	0.03	0.04 *
WBT	2	3,200	527	545	0.16 *	0.17
WBR	1 0	1,600	382	368	0.00	0.00
N/S Critical Movements					0.40	0.49
E/W Critical Movements					0.21	0.27
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.18	0.18
ICU					0.79	0.94
Level of Service (LOS)					C	E

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
P - Protected right turn movement
U - Unprotected right turn movement
N - No right turn on red
F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.:1
NORTH/SOUTH: Orange Avenue
EAST/WEST: Spring Street

	Existing + Project					
			Volume		V/C Ratio	
Move-ment	Lane	Capacity	AM	PM	AM	PM
NBL	1	1,600	25	37	0.02 *	0.02
NBT	2	3,200	339	562	0.12	0.19 *
NBR	0	0	34	46	0.00	0.00
SBL	1	1,600	113	159	0.07	0.10 *
SBT	2	3,200	510	487	0.19 *	0.18
SBR	0	0	83	102	0.00	0.00
EBL	1	1,600	54	98	0.03 *	0.06
EBT	2	3,200	269	872	0.09	0.28 *
EBR	0	0	22	23	0.00	0.00
WBL	1	1,600	35	17	0.02	0.01 *
WBT	2	3,200	540	455	0.20 *	0.20
WBR	0	0	102	173	0.00	0.00
N/S Critical Movements					0.21	0.29
E/W Critical Movements					0.23	0.29
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.54	0.68
Level of Service (LOS)					A	B

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
P - Protected right turn movement
U - Unprotected right turn movement
N - No right turn on red
F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.:2
NORTH/SOUTH: Walnut Avenue
EAST/WEST: Spring Street

	Existing + Project					
Move-ment	Lane	Capacity	Volume AM	Volume PM	V/C Ratio AM	V/C Ratio PM
NBL	1	1,600	75	92	0.05 *	0.06
NBT	1	1,600	95	215	0.10	0.20 *
NBR	0	0	59	110	0.00	0.00
SBL	1	1,600	58	59	0.04	0.04 *
SBT	1	1,600	113	101	0.09 *	0.09
SBR	0	0	35	39	0.00	0.00
EBL	1	1,600	26	83	0.02 *	0.05
EBT	2	3,200	322	953	0.11	0.30 *
EBR	0	0	20	16	0.00	0.00
WBL	1	1,600	71	84	0.04	0.05 *
WBT	2	3,200	538	557	0.19 *	0.19
WBR	0	0	55	50	0.00	0.00
N/S Critical Movements					0.14	0.24
E/W Critical Movements					0.21	0.35
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.45	0.69
Level of Service (LOS)					A	B

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
P - Protected right turn movement
U - Unprotected right turn movement
N - No right turn on red
F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.:3
NORTH/SOUTH: Cherry Avenue
EAST/WEST: Spring Street

	Existing + Project					
Move-ment	Lane	Capacity	Volume AM	Volume PM	V/C Ratio AM	V/C Ratio PM
NBL	1	1,600	47	52	0.03	0.03
NBT	2	3,200	889	1,057	0.33 *	0.37 *
NBR	0	0	174	134	0.00	0.00
SBL	2	2,880	190	342	0.07 *	0.12 *
SBT	3	4,800	935	902	0.22	0.20
SBR	0	0	104	57	0.00	0.00
EBL	1	1,600	83	88	0.05 *	0.06
EBT	3	4,800	325	1,060	0.08	0.23 *
EBR	0	0	56	43	0.00	0.00
WBL	2	2,880	95	117	0.03	0.04 *
WBT	2	3,200	538	545	0.17 *	0.17
WBR	1 0	1,600	382	368	0.00	0.00
N/S Critical Movements					0.40	0.49
E/W Critical Movements					0.22	0.27
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.18	0.18
ICU					0.80	0.94
Level of Service (LOS)					C	E

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

Response to Comments Received During the Circulation of Mitigated Negative Declaration 21-04

Letter No. 1

Kenneth Lister
1021 Amelia Drive
Long Beach, CA 90807
562-426-9544

Comment 1-1

I would like to comment on the Initial Study and Negative Declaration that was issued for the concrete and asphalt recycling operation proposed for 1630-1660 East 32nd Street. I am sending this comment via e-mail because the Notice of Preparation indicated that the ending date for the comment period was today, December 15, 2004.

My concern with the proposed project involves truck traffic entering and leaving the site onto Walnut Avenue. I am also concerned regarding the possibility that dirt and debris from these trucks will fall to the street and create a road hazard. These items are of concern to me because of my use of Walnut Avenue as a bicycle commute route.

Impacts due to deposition of dirt and debris on the roadway due to truck traffic to and from the project site do not appear to have been addressed in the environmental documents posted on the City web site. I believe that these potential impacts should be evaluated and appropriate mitigation measures proposed. Mitigation measures could include tarping of loads, cleaning of accumulations from truck underbodies prior to leaving the site, and frequent street sweeping.

Response 1-1

Hanson Aggregates is responsible for maintaining their site in a neat and orderly condition (Condition of Approval No. 12). In addition several Conditions of Approval address the issue of "Track-Out" from trucks that access the site. Condition No. 45 states that "Streets shall be swept as needed, but not more frequently than hourly, if visible soil material has been carried onto Walnut Avenue." Conditions 48 and 53 reference Southern California Air Quality Management District Rules (403 and 1157) that also regulate "Track-Out."

Letter No. 2

Kevin Barre
Long Beach Unified School District
Facility Management Branch
2425 Webster Avenue
Long Beach, CA 90810

Comment 2-1

Page 15, Section I Mitigation Measures – The mitigation measure indicates that there will not be any stockpiles located within 250 feet of the Western property line. Figure 2 indicates stockpiles "Concrete & Asphalt Demolition Raw Materials Stockpiles" within 250 feet. Please clarify that there will be no stockpiles within this distance, Raw materials or recycled product.

Response 2-1

A revised site plan (see attached), dated January 12, 2005, included in the Planning Commission packet for the January 20, 2005 hearing, indicates that there will be no stockpiles within 250 feet of the Western Property Line.

Comment 2-2A

Page 18, Section III D
The statement is made that the project is not anticipated to produce significant levels of any emission that could affect sensitive receptors, based upon the LSA Air Quality Study. The copy of the CEQA document provided to the school district did not contain the full LSA study and therefore it was impossible to review the report. Only pages 17, 18, 21 and 22 were provided. Therefore Table E or other supporting information could not be reviewed. The school district requests that all of the supporting documentation be made available for review and that additional time be granted to make comments. The CEQA document is its current form is not complete.

Response 2-2A

The full technical studies were mailed to the Long Beach Unified School District on December 17, 2004. The full text versions of all three technical studies have also been available for viewing online at: http://www.longbeach.gov/plan/pb/epd/er.asp as indicated on page 2 of the Notice of Preparation mailed along with the Initial Study and Discussion of Environmental Impacts mailed on November 23, 2004.

Comment 2-2B

Page 18, Section III D
In Section VII under Hazards and Hazardous Materials it is stated that hazardous materials would not be accepted. The safety program would be visual inspection and signs. This is totally inadequate with respect to asbestos contaminated concrete, and other contaminants that can be present in older structures or paving (pcbs in old oils used in paving) that could be brought to this site. It cannot be discerned through visual inspection, only sampling. Given the nature of the dumping of materials, there need to be much greater safeguards (required sampling of all product brought to the site) to ensure that the students of the adjacent school and public are not exposed to airborne

contaminates of crushing contaminated materials that are not readily discerned by visual inspection and the honor system. There should be mitigation measures to cover this aspect.

Response 2-2B

Conditions of the Statewide Air Quality Management District Portable Equipment Registration stipulate, "Materials containing hazardous waste or materials that may potentially lead to emissions of toxic air contaminants shall not be processed by this unit. Hazardous wastes and toxic air contaminants are substances that may cause or contribute to an increase in serious illness, or may pose a potential hazard to human health. Examples of such materials include, but are not limited to: wood railroad ties, serpentine rock, chemically treated wood, construction or demolition debris containing asbestos, and contaminated soil."

In addition Condition of Approval No. 51 reads, "Operator shall visibly inspect each load for signs of materials other than concrete or asphalt (miscellaneous trash, fuels, solvents, piping, wood, etc.) and shall not accept any material that is suspected of containing hazardous products."

Comment 3-1

Page 18, Section III E, indicates the project is not anticipated to create any objectionable odors. See comment 2 above. Without the full LSA report to review, comments cannot be made on this aspect. It should be noted that while stated that a future asphalt batch plant is possible and would be subject to a future environmental review, the school district would adamantly object to that use at this site due to the objectionable odors and other air quality issues due to the proximity of the Burroughs school. Therefore, why place this initial project at this location if the follow-on project is questionable.

Response 3-1

The full technical studies were mailed to the Long Beach Unified School District on December 17, 2004. The full text versions of all three technical studies have also been available for viewing online at: http://www.longbeach.gov/plan/pb/epd/er.asp as indicated on page 2 of the Notice of Preparation mailed along with the Initial Study and Discussion of Environmental Impacts mailed on November 23, 2004.

A revised site plan, dated January 12, 2005, included in the Planning Commission packet for the January 20, 2005 hearing indicates that no asphalt batch plant is proposed.

Comment 4-1

Page 21, Section VII A, B & C – See comment 2.B above. Also, the statement that the site does not accept hazardous materials seems inadequate. What if hazardous materials are accidentally accepted. There are no discussions on any safety aspects or mitigation measures to enact for this possibility.

Response 4-1

Conditions of the Statewide Air Quality Management District Portable Equipment Registration stipulate, "Materials containing hazardous waste or materials that may potentially lead to emissions of toxic air contaminants shall not be processed by this unit. Hazardous wastes and toxic air contaminants are substances that may cause or contribute to an increase in serious illness, or may pose a potential hazard to human health. Examples of such materials include, but are not limited to: wood railroad ties, serpentine rock, chemically treated wood, construction or demolition debris containing asbestos, and contaminated soil."

In addition Condition of Approval No. 51 reads, "Operator shall visibly inspect each load for signs of materials other than concrete or asphalt (miscellaneous trash, fuels, solvents, piping, wood, etc.) and shall not accept any material that is suspected of containing hazardous products."

Comment 5-1

Page 26, Section XII Noise – The complete Noise analysis from LSA was not included in the CEQA document and could not be reviewed. The sections included indicated that there would be a noise impact to the Burroughs school from the crushing operations of 58dBA L(max0 and 50dBA L(eq). The statement that this is less than the airport noise or the traffic noise should not be used as justification to create an additional noise pollution source for the school. The airport noise is only intermittent and then dissipates. The same with the traffic noise, while the crushing noise can be continuous throughout the day when those operations are ongoing. Additionally, there is no discussion presented in the noise analysis how monitoring 10 minutes at a "similar" facility can provide the basis to determine there will not be a noise impact. It is recommended that there be on-site noise reduction mitigation measures to preclude an additional noise component to the school or impact on the safe walking routes to the school by students.

Response 5-1

The full technical studies were mailed to the Long Beach Unified School District on December 17, 2004. The full text versions of all three technical studies have also been available for viewing online at: http://www.longbeach.gov/plan/pb/epd/er.asp as indicated on page 2 of the Notice of Preparation mailed along with the Initial Study and Discussion of Environmental Impacts mailed on November 23, 2004.

The following section of the Noise Analysis examines noise levels expected to be created by the Hanson Aggregates operation and their potential impact on the surrounding residential neighborhood and school. "The closest distance from the proposed operations to the residences northwest of Walnut Avenue and 33rd Street is approximately 650 feet. The noise attenuation of rock crushing and front-end loader activities, provided by distance divergence at 650 feet, is approximately 22 dBA compared to the level at 50 feet. Burroughs Elementary School is located approximately 750 feet from the project site and would receive 24 dBA from distance attenuation. In addition, the operations would be blocked by the intervening structures between the site and the nearest residences and Burroughs Elementary School, which would provide a minimum of 5 dBA in noise attenuation for areas to the northwest. Therefore, residences to the northwest of the project site would be exposed to on-site rock crushing noise levels of up to 60 dBA Lmax or 52 dBA Leq. Burroughs Elementary School would be exposed to on-site rock crushing noise levels up to 58 dBA Lmax or 50 dBA Leq. This noise level range is expected to be lower than traffic noise on Walnut Avenue and 33rd Street and aircraft noise from Long Beach Airport. In addition, this noise level range is lower than the daytime 70 dBA Lmax (7:00 a.m. to 10:00 p.m.) and nighttime 65 dBA Lmax (10:00 p.m. to 7:00 a.m.) maximum noise standards established by the City. Therefore, no mitigation is required for on-site operations."

In addition, distances from the residential neighborhood and school used in the Noise Analysis were calculated from the closest property line, the proposed location of the processing plant on the revised site plan (January 12, 2005) is an additional 550 feet from the closest property line of the subject site. In total the processing plant operation would be greater than 1300 feet from John Burroughs Elementary School and greater than 1200 feet from the closest residence.

Comment 6-1

Page 30, Section XVI – Transportation/Traffic. The complete traffic study was not provided and could be reviewed. The air quality analysis (on the pages provided) indicated that there could be 20 to 40 truck trips per day to bring in material and 80 trips up to 30 miles to remove material, while the traffic study indicated there would be 100 gross daily trips. It seems there could be up 120 gross daily trips if material is brought in at the same time as the recycled product is being transported out. There is no discussion in the traffic report or a restriction on operations presented to preclude this possibility, otherwise the air quality analysis and the traffic study need to be revised to cover these increased trips, as well as the diesel pollution impact to the air quality of the school or safe walking routes to school. There is no analysis in the pages of the traffic report provided to indicate how the redistribution of the truck traffic or other generated traffic affects the safe walking routes to Burroughs' school.

Response 6-1

The full technical studies were mailed to the Long Beach Unified School District on December 17, 2004. The full text versions of all three technical studies have also been available for viewing online at: http://www.longbeach.gov/plan/pb/epd/er.asp as indicated on page 2 of the Notice of Preparation mailed along with the Initial Study and Discussion of Environmental Impacts mailed on November 23, 2004.

Condition No. 52 reads "The total number of truck trips to and from the site shall be limited to 80 per day (40 trucks total) as analyzed in Negative Declaration 21-04."

Letter No. 3

Steve Smith, PhD.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources
21865 Copley Drive
Diamond Bar, CA 91765-4182

Comment 3-1

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR
Hanson Aggregates Recycling Operations

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion.

Air Quality Analysis
The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the CARB Website at: www.arb.ca.gov.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated.

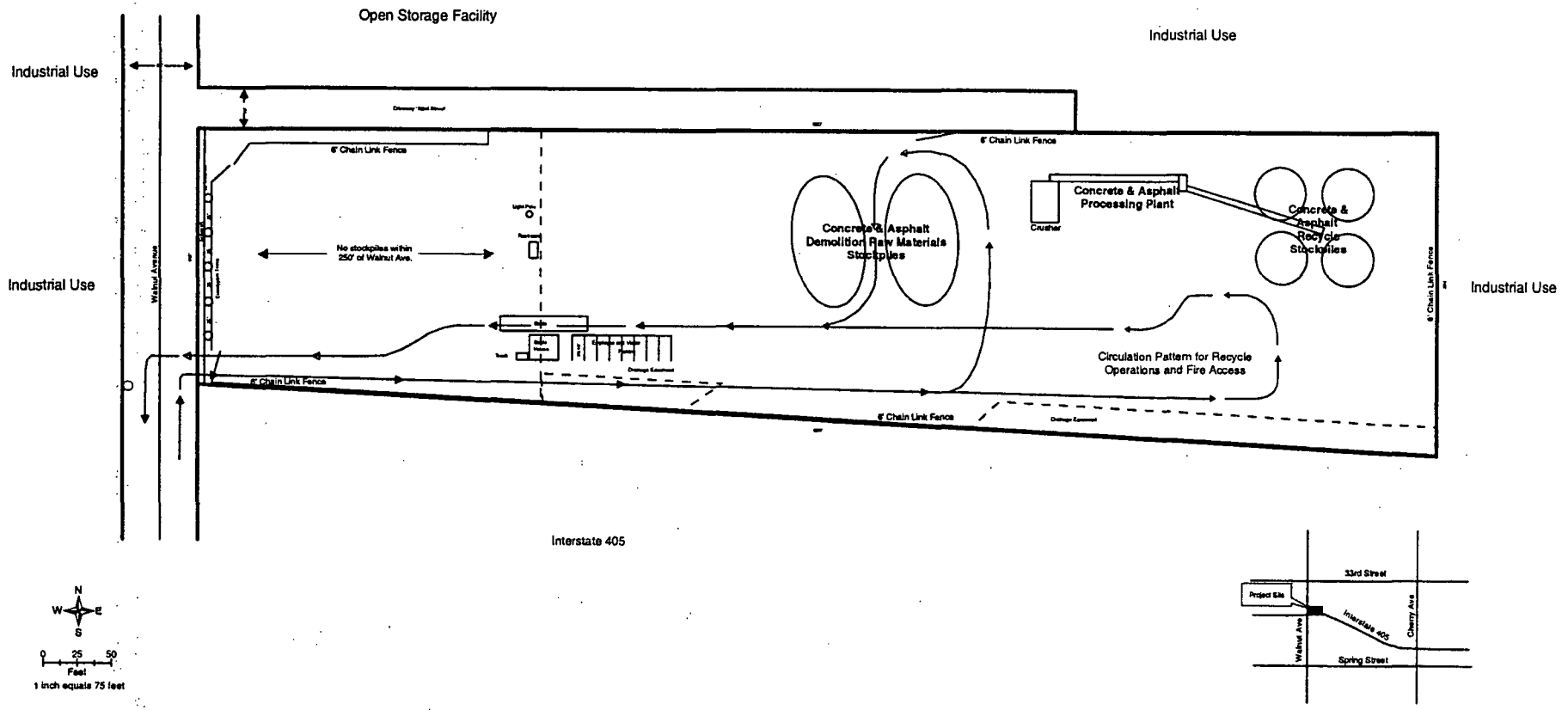
Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers) area sources (e.g., solvents and coatings), and vehicular trips (e.g., on-and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis. It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA webpages at the following internet address: http://www.aqmd.gov/ceqa/handbook/diesel_analysis.doc. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Response 3-1

The Air Quality Analysis, prepared by LSA Associates, evaluated potential Air Quality Impacts and concluded that, "the project is not expected to result in any measurable changes in total (vehicular and stationary) daily emissions that would exceed the daily emissions thresholds established by the SCAQMD. No mitigation measures are required." Although the Air Quality Analysis did not find that any mitigation measures were required, Conditions of Approval No. 48 and 53 require compliance with SCAQMD Rules 403 and 1157.

Hanson Aggregates
Walnut Avenue Recycle Operations



Site Plan Revised January 12, 2005

MERLIN PROPERTIES LLC

6475 E. Pacific Coast Highway, PMB 399
Long Beach, California, 90803

January 26, 2005

RECEIVED
CITY CLERK
LONG BEACH, CAL.
05 JAN 27 AM 10: 22

City Clerk, City of Long Beach
333 West Ocean Blvd.
Long Beach, California, 90802

Re: Appeal of Planning Commission Decision
Case No. 0405-26 made Jan. 20, 2005

Gentlemen:

I am opposed to and am aggrieved by the decision of the Planning Commission in the case described above. I respectfully appeal this decision to, and request a hearing before the City Council of the City of Long Beach. Reasons for this appeal include, but are not limited to the following:

1. Certification of the "Negative Declaration", which is completely inadequate and recommends insufficient mitigation of expected adverse impacts on the surrounding neighborhood by the uses contemplated.
2. Granting a "Conditional Use Permit" for a use on the subject property that is inconsistent with a reasonable quality of life in the City of Long Beach.

Thank you for accepting this letter of appeal and forwarding it to the City Council.

Respectfully Submitted,

Fred Riedman

Attachment 4

THE GRANITE GROUP OF CALIFORNIA INC.

RECEIVED
CITY CLERK
LONG BEACH, CALIF.
05 JAN 28 PM 1:56

January 27, 2005

City Clerk, City of Long Beach
333 West Ocean Blvd.
Long Beach, Ca.90802

Re: Planning Commission Case Number 0405-26

Dear Sir or Madam:

I wish to appeal the planning commission's January 20th 2005 approval of both the "Negative Declaration" and "Conditional Use Permit" for Hanson Aggregates proposed project located at 1630-1660 E. 32nd Street. I do not believe the environmental documents prepared are adequate and do not believe the granting of a conditional use permit to be in the best interests of the citizens of Long Beach.

Sincerely,

Rob Bellevue
President

5318 EAST SECOND STREET, SUITE 517 • BELMONT SHORE, CA. • 90803
PHONE: 562-987-4466 • FAX: 562-987-4421

City of Long Beach
Working Together to Serve

Memorandum

Date: January 14, 2005

To: Scott Mangum, Planner, Department of Planning and Building

From: Vince Abe, Development Project Manager, Department of Community Development

Subject: Conditional Use Permit Case No. 0405-26; Request to Allow Asphalt/Concrete Recycling and Crushing Operation at 1630-1660 E. 32nd Street

---

In my position here at Community Development, Property Services Bureau for the last nine years I have been involved with the real property management related to the existing tenants at what is now the site of the City's Sports Park Project (between California and Orange Avenues south of Spring Street). Most recently, I have worked to assist in transitioning the various current activities and businesses out of the area so that it can be cleared and the park constructed. This has included the asphalt/concrete recycling operation that has been operating on the site since 1980 by Hanson Aggregates and its predecessors. They are now proposing to relocate the operation to a parcel that they own at the corner of 32nd Street and Walnut Avenue (adjacent to and immediately north of the 405 Freeway). In connection with that relocation, they have requested a conditional use permit from the City and have asked that I comment on their performance under the lease relative to managing and maintaining their current operation and lease area.

Pursuant to that request, I have reviewed my records and I am pleased to advise you that the recycling operation has been conducted at the Sports Park site since 1980 and to my knowledge there have been no violations of the lease or failures in the management and operation of the recycling facility. They have maintained the site in good order and, to my knowledge, in compliance with all applicable environmental standards and with no complaints regarding their operations by neighbors or members of the community. They have always been good tenants, professional in working with us and willing to cooperate in responding to our requests from time to time (including cooperation in our efforts to relocate them from the Sports Park area), which I have appreciated.

If you have any questions, please call me at 570-6122.

Thank you.

VLA:vla

Attachment 5

Certified Alloy Products, Inc.
3245 Cherry Avenue, Long Beach, California
P.O. Box 90, Long Beach, CA 90801 • (562) 595-6621 • FAX (562) 427-8667

January 14, 2005

City of Long Beach
Planning Department, 4th Floor
Mr. Greg Carpenter, Planning and Zoning Officer
333 West Ocean Blvd.
Long Beach, CA 90802

Re: Hanson Aggregates Application on Commission Agenda for January 20, 2005

Dear Mr. Carpenter,

Certified Alloy Products, Inc. ("CAPI") conducts manufacturing operations on an approximately six acre site on Cherry Avenue on property which adjoins the parcel on which Hanson has applied for the subject use permit.

Several years ago, when the Hanson property was used for an asphalt recycling facility, there were two conditions caused by that use which negatively impacted adjacent properties. The first was odors emanating from the asphalt melting and truck loading operations, odors described as "really bad" by affected CAPI Security and operations personnel.

A second problem was dust. During prior operations, large piles of materials were maintained on the property. Road materials to be recycled and aggregate were delivered to the facility and then to the production process. Dust released by movement and storage of aggregate and other materials was a problem for individuals and property (vehicles, machinery) located downwind, northeast of the Hanson parcel. While weather conditions obviously affected the severity of the dust problem, those most impacted describe the dust as "terrible".

The recycling facility maintained "rain birds" as dust suppression devices in order to control generation of dust from the material piles and the roadways within the facility, but these measures were limited in impact. For example, rain birds installed around the perimeter of the property were meant to control dust on the roadways but were not

effective because the spray pattern did not reach the roadways.

I understand that the current application does not propose asphalt melting operations. However, due to our past experience with a considerable volume of dust being generated from storage and movement of recycled paving materials, Certified Alloy Products, Inc. does not support the applicant's proposed application.

Thank you for your consideration.

Very truly yours,

CERTIFIED ALLOY PRODUCTS, INC.

Richard N. Greenwood
President & Chief Executive Officer

2960 Signal Parkway, Long Beach, Ca 90806
Telephone: 562-424-1396
Fax: 562-424-1584

Outsourcing Services, Inc.

Fax

To:	Greg Carpenter	From:	Robert Irwin
Fax:	562/570-6753	Pages:	1
Phone:	[Click here and type phone number]	Date:	1/19/2005
Re:	Proposed recycling facility on 32nd St	CC:	[Click here and type name]

x Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

• Comments

Dear Mr. Carpenter

My mother and I own the property located at 3240 Cherry Avenue in Long Beach. The property has been in our family since 1948. As a long time resident and property owner in the neighborhood, I am very concerned with the proposed asphalt and concrete recycling facility located at 1630-1680 E. 32nd Street and the potential noise, dust and truck traffic this facility will create. Residents in cities with similar facilities have complained of dust within their homes, cracked car windshields and an increase in noise irritants. This type of facility does not seem appropriate so close to an elementary school, homes and small businesses.

Due to these and other issues, the city's own environmental report recommends 54 conditions of approval for this facility. Can the city guarantee the enforcement of all 54 and if not, what is our recourse as residents, business and property owners?

I encourage you to review this issue again and deny the applicant's proposal.

Sincerely

Robert M. Irwin

CREE INVESTMENT
3250 Cherry Avenue
Long Beach, CA 90807
(562) 424-8647 Fax (562) 595-6725

January 19, 2005

Greg Carpenter-4th Floor
Long Beach Building and Planning
333 W. Ocean Blvd.
Long Beach, CA 90802
(Fax – 562) 570-6753

Dear Mr. Carpenter:

On behalf of my business and 9 (nine) employees, I am writing in opposition to the proposed asphalt and concrete recycling facility located at 1630-1660 E. 32nd Street. As a long-time property owner in the neighborhood, I am very concerned with the potential noise, dust and truck traffic this facility will create. Residents in cities with similar facilities have complained of dust within their homes, cracked car windshields and an increase in noise irritants. This type of facility does not seem appropriate so close to an elementary school, homeowners and small business owners.

Due to these and other issues, the city's own environmental report recommends 54 conditions of approval for this facility. Can city officials guarantee the enforcement of all 54 and if not, what is our recourse as residents and property owners?

I encourage you to review this issue again and deny the applicant's proposal.

Sincerely,

Ira J. Cree, Partner
Cree Investment

City of Signal Hill

2175 Cherry Avenue • Signal Hill, CA 90806

January 19, 2005

Mr. Greg Carpenter
Zoning Officer
City of Long Beach
333 West Ocean Blvd.
Long Beach, CA 90802

Subject: **Hansen Aggregate Project**

Dear Mr. Carpenter:

A City of Long Beach business owner telephoned today expressing concerns about the proposed Hansen Aggregate project, specifically potential for the project to increase noise and dust in the vicinity of the concrete crushing operation. Based on the conversation, and without detailed information about the project, I am concerned that the proposed concrete crushing operation may be incompatible with surrounding lighter industrial uses in the Cities of Long Beach and Signal Hill, and at greater distances residential neighborhoods and Burroughs Elementary School. Ideally, this type of business could be located farther away from clean businesses and residential areas. I have not reviewed the proposed conditions of approval but request that the conditions address the following concerns:

- Crushing operations and truck loading/unloading should be contained within a building or in an enclosed system with mechanical dust collection facilities to mitigate dust
- Crushing operations and truck loading/unloading should be contained within a building or in an enclosed system with sound proofing/ mufflers to mitigate noise
- Trucks leaving the site with crushed concrete should be covered to prevent dumping on public streets
- Applicant should be responsible for regular street sweeping of aggregates accidentally dumped on Walnut Avenue

- Truck traffic should be directed to arrive from the south on Walnut Avenue and depart to the south on Walnut Avenue to mitigate traffic impacts on residential neighborhoods located north of the site
- Trucks should be prohibited on 33rd Street to mitigate traffic impacts on Burroughs School

Respectfully submitted late,

Gary Jones
Director of Community Development

cc: City Manager

RECEIVED
CITY CLERK
LONG BEACH, CALIF
05 FEB -1 AM 10: 58

CREE INVESTMENT
3250 Cherry Avenue
Long Beach, CA90807
(562) 424-8647

January 28, 2005

City Clerk, City of Long Beach
333 West Ocean Blvd.
Long Beach, CA 90802

Re: Appeal of Planning Commission Decision
Case No. 0405-26 made Jan. 20, 2005

To Whom It May Concern:

After hearing the decision of the planning commission regarding the case described above, I am respectfully appealing the decision and request a hearing before the City Council of Long Beach. The granting of the "Conditional Use Permit" is a real health issue to the working citizens in close proximity and citizens living in the area and above all the school children.

Thank you for excepting this letter and forwarding it to the City Council.

Sincerely Submitted,

Ira J. Cree
Cree Investment

LONG BEACH UNIFIED SCHOOL DISTRICT
SERVING LONG BEACH, LAKEWOOD, SIGNAL HILL AND AVALON

OFFICE OF THE SUPERINTENDENT
1515 HUGHES WAY
LONG BEACH, CALIFORNIA 90810-1839
(562) 997-8242 • Fax: (562) 997-8280

February 23, 2005

Post-it® Fax Note 7671	Date 2/23	# of pages ▶ 1
To Jerry Miller	From Chris Steinhauser	
Co./Dept.	Co.	
Phone #	Phone #	
Fax # 570-7650	Fax # 997-8280	

Gerald R. Miller
City Manager
City of Long Beach
333 W. Ocean Blvd
Long Beach, CA 90802

Dear Jerry,

I wanted to call to your attention to some significant reservations our school district has regarding the proposed Hanson Aggregates project that will come before the City Council on March 22. Our staff has reviewed the various environmental documents related to this project and has communicated in writing serious concerns about potentially significant adverse impacts upon nearby Burroughs Elementary School. City staff did provide responses, but we still have concerns about locating this processing plant so close to an existing school. Foremost among these concerns are the noise, traffic, dust and other airborne contaminants that this project could generate in very close proximity to the school.

In addition to the currently proposed project, a future asphalt plant is possible here. The school district would adamantly object to that use of this site due to the offensive odors and other air quality issues such a project would generate. These long-range plans should be considered carefully before any initial project is approved.

Our school district has been supportive of projects that improve the quality of life in Long Beach. However, this type of plant will have adverse impacts on Burroughs Elementary School, and we are hopeful the City of Long Beach will not approve it. The health and safety of students, staff and school visitors is of the utmost importance. A calm, comfortable learning environment is vital to the academic success of all our children.

Please do not hesitate to contact me if you have questions or need further clarification about our concerns. Thank you for the City's support of our students and schools.

Sincerely,

Christopher J. Steinhauser
Superintendent of Schools

dl

c: Mayor Beverly O'Neill
City Council Members
Board of Education Members

Lindell L. Marsh
Attorney at Law
172 Westport
Newport Beach, California 92660-4244
Telephone: 949-706-7095
Fax: 949-706-7135
e-mail: lmarsh@lindellmarsh.com

FAX MESSAGE

To: Scott Mangum, Community Planner
Cc: Ray Pok, Chief of Staff, Office of Councilmember Uranga
Marvin Howell, California Director, Planning and Permitting, Hanson Aggregates

From: Lindell Marsh

Date: March 17, 2005

Re: Case No. 0405 (CUP), ND No. 21-04; Request to Allow Asphalt and Concrete Recycling and Crushing Operation in General Industrial (IG) Zone; Appeal to City Council from Unanimous Decision of Planning Commission.

Dear Mr. Mangum,

As I mentioned to you by telephone, in anticipation of the hearing before the City Council on March 22, Marvin Howell, Steve Castaneda and I, as representatives of Hanson Aggregates, have briefed several of the Council offices and have met with, or attempted to meet with, representatives of the appellants and others who have indicated a concern or question with regard to the proposed Recycling Operation, as follows:

1. *Robert Bernard, representing Mr. Bellevue and Mr. Riedman*, adjacent business property owners, requested further conditions, which I assume he has or will request of the Council.

2. *Christopher J. Steinhauser, Superintendent of the Long Beach Unified School District*, in a letter dated February 23, expressed "significant reservations" of the School District about the project and "serious concerns about potentially significant adverse impacts upon nearby Burroughs Elementary School", relating to "noise, traffic dust and other airborne contaminants that this project could generate in very close proximity to the school." He also indicated that "a future asphalt plant is possible here".

   We attempted on March 2 and 4 to schedule a meeting with Mr. Steinhauser but were advised that he had no time on his calendar to meet with us before the City Council meeting on March 22. Mr. Steinhauser's had referred to a letter submitted prior to the Planning Commission hearing by his staff, Kevin Barre (Director of Facilities Planning and Management Branch). Accordingly, we then

called Mr. Barre and arranged to meet with him on March 8 to discuss his analysis, generally focused on concerns regarding traffic, noise, dust and the possibility of a future asphalt plant.

- With respect to traffic, Mr. Barre provided us with maps of both the School District boundaries and the walking routes of the students (copies of which are attached). We together noted that the residences are west and north of the school, while the recycling site is east and south of the school by more than a block and a half (1387 feet or more than four football fields, with significant industrial buildings between the school and the recycling site). And, that under the CUP, trucks leaving the recycling site (at the southwest corner of the site) are required to turn south on Walnut to reach the adjacent 405 Freeway and prohibited from turning north. There are no residences south of the recycling site and therefore there is no conflict between student walking routes with truck traffic.

- With respect to noise, we referred to the condition requiring that the recycling operations comply with the City Noise Ordinance (Condition 33) and shared with him a aerial graphic prepared with noise data provided by LSA, the environmental consultants which prepared the Noise Study on the operations (a copy of which is accompanying), indicating that the existing noise at the school is approximately 65 dBA Leq, while the noise of the crusher at that distance (1387 feet) attenuated by the several industrial buildings in the intervening block are estimated to be in the range of 45-53 dBA Leq. The relatively high existing ambient noise is clear from the location of the freeway which is, by comparison, less than 300 feet from the school (and by the occasional over-flights from Long Beach Airport).

- With respect to the dust, we explained that in addition to the fact that the prevailing winds are to the east, the CUP, Conditions 47 and 52, requires that the project complies with South Coast Air Quality Management District rules and that, in addition, a condition (number 54) was added by the Planning Commission requiring monitoring when the project commenced which would allow the Director of Planning and Building to prescribe additional mitigation if appropriate.

- Finally, we advised Mr. Barre that Hanson had no intention of operating an asphalt plant on the site (although one had been operated there in the past).

Generally, Mr. Barre indicated that his earlier comments had been based on a less than full copy of the environmental studies and that since those comments he had reviewed these materials and that, together with our information, he was personally comfortable but would provide his conclusions to the higher levels of

administration and await their further direction. We further telephoned him last Tuesday and Wednesday, but as of that time, he had received no further advice.

3. *Mary Stanton, President of the Long Beach Unified School District.* We were advised that she had indicated a concern regarding the Recycling Operation. We attempted to contact Ms. Stanton on several occasions. On March 3, she responded by email as follows:

> "I apologize for not returning your calls. This has been an extremely difficult time for us due to a violent act near one of our high school. I will not be available on the 8th. However, I have read all the city documents and responses to our district inquiry. It is not your company that I am objecting to but rather the specific site use. I realize that currently there is a similar site use but this greatly expands that current site. I am the representative for all the families and children residing nearby. As such, it is my duty to advocate for their well-being. That is what I am doing. I cannot see where placing this facility so close to a school and allowing the large trucks to enter very near the same school and on a street where some students will be traveling is in the best interests of those families. Additionally, my own son and his family reside nearby so I am doing double advocacy. I am currently asking the city to further explain this project and its impact on the quality of life for all the young families who live and travel nearby.
> Mary Stanton
> Board of Education, LBUSD"

As provided in the CUP conditions and discussed with Mr. Barre, there is no conflict between anticipated truck traffic and student walking routes. Truck traffic is required to travel south. The school is to the west and north. And the residences it serves are even further to the north of the school. Further, she is under a misunderstanding, the new site will process less material than the site from which it is being relocated to make way for the new Sports Park.

4. *Gary Jones, Director of Community Development, City of Signal Hill,* provided a letter dated March 11. I talked with him by telephone on March 16. He had made reference to SCAQMD Proposed Rule 1156 and suggested that "these rules have implications for future generations of ready mixed concrete plants and aggregate plants like the Hansen facility" and suggested that the operation be housed within a building. I responded that:

- the Proposed Rule does not apply to recycling facilities such as that proposed by Hanson Aggregates but rather addresses cement plans (the SCAQMD notice regarding the proposed rule expressly notes that this rule would apply to only two operations in the Air Basin: the California Portland Cement Plant and the TXI Riverside Cement Plan);

- another recently adopted (January 10, 2005) rule (Rule 1157), with respect to PM 10, does apply to recycling operations (compliance is a condition of the CUP (Condition 54), and expressly authorizes outdoor operations (in fact, Hanson has no enclosed recycling plants); and,

- Hanson is required to, and will, fully comply with all SCAQMD rules.

He than mentioned that while it may not be required, he viewed this as an opportunity for Long Beach to get ahead of the curve and go beyond what the SCAQMD might require. Then he said that he had not been "too concerned" about the proposed recycling plant and understood that Signal Hill and Long Beach used these recycling plants and that recycling should be promoted (with less resulting demand on land fills and the need for "virgin mining", an increasing local and State priority), but then he was contacted by several local business owners and understood that the School District was concerned and involved. I then asked him why he had chosen to copy the President of the School Board on his letter and he said that she, Mary Stanton, had requested that he provide her with a copy of his letter and had provided her home email address.

5. Generally, it is my understanding that Marvin Howell has also provided to you, with the expectation that they would be provided to the Council, copies of a pamphlet prepared by Hanson Aggregates outlining the recognition that they have received regarding their commitment to the communities in which they work. It describes how their community relations program has received both local and national recognition. In fact, yesterday Marvin Howell received an award from the National Stone, Sand, and Gravel Association, the 2005 Pinnacle Award, for excellence in community relations. Their recycle program was also selected as a City of San Diego Environmental Partner of the Year for 2004, an award they also received in 2003. Marvin believes that the project for Long Beach will minimize impacts on surrounding industrial neighbors, and, if and when problems arise, Hanson will respond and address them. Hanson could not receive the support of Agencies, Environmental Groups, and local communities if that response were not timely and effective.

We are continuing to explain the recycling operation to those within the community who may be concerned or have questions and look forward to the City Council meeting next Tuesday. In the meantime, if we can be of any further assistance in satisfying the concerns of the City or the community, please let us know. Thank you and the City staff for your work in processing Hanson's application and addressing the concerns that have arisen. In turn, you can count on Hanson's commitment to work with the neighbors and the community to provide this needed recycling service in a respectful manner – a service which while not glamorous, is an important piece of the fabric of the community infrastructure.

BURROUGHS

1260 East 33rd Street, 90807
Tel.: 426-8144

L E G E N

SCHOOL ROUTE

TRAFFIC SIGNA

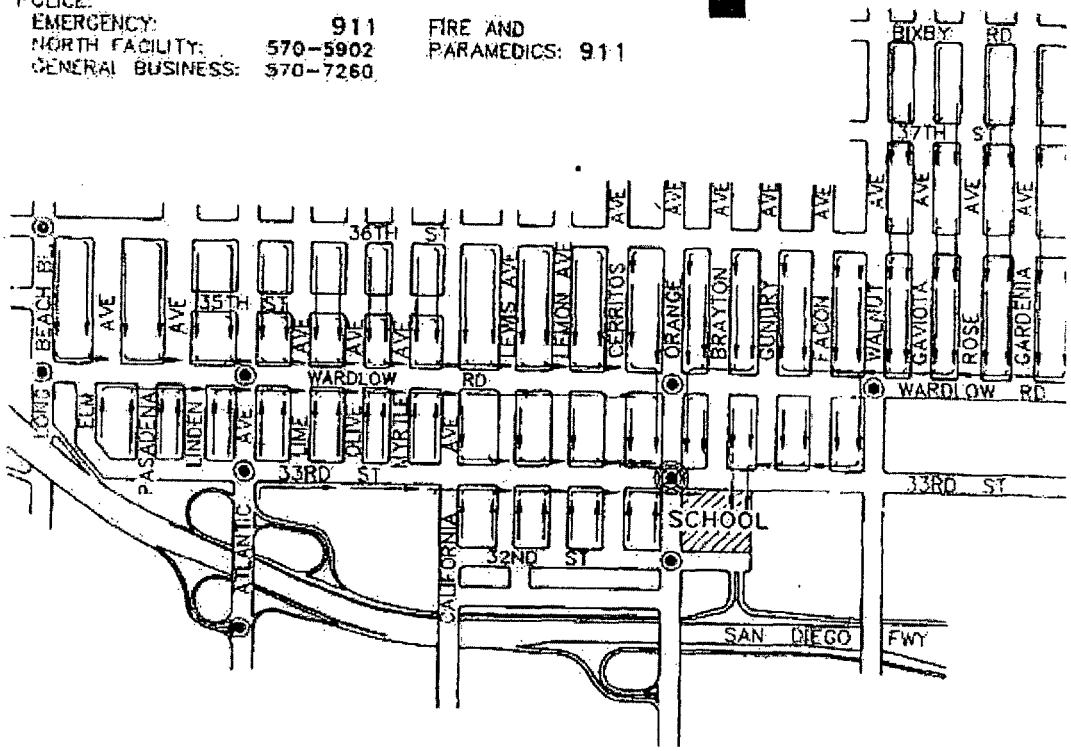
CROSSING GUA

NORTH

CITY OF LONG BEACH

POLICE:
EMERGENCY: 911
NORTH FACILITY: 570-5902
GENERAL BUSINESS: 570-7260

FIRE AND
PARAMEDICS: 911



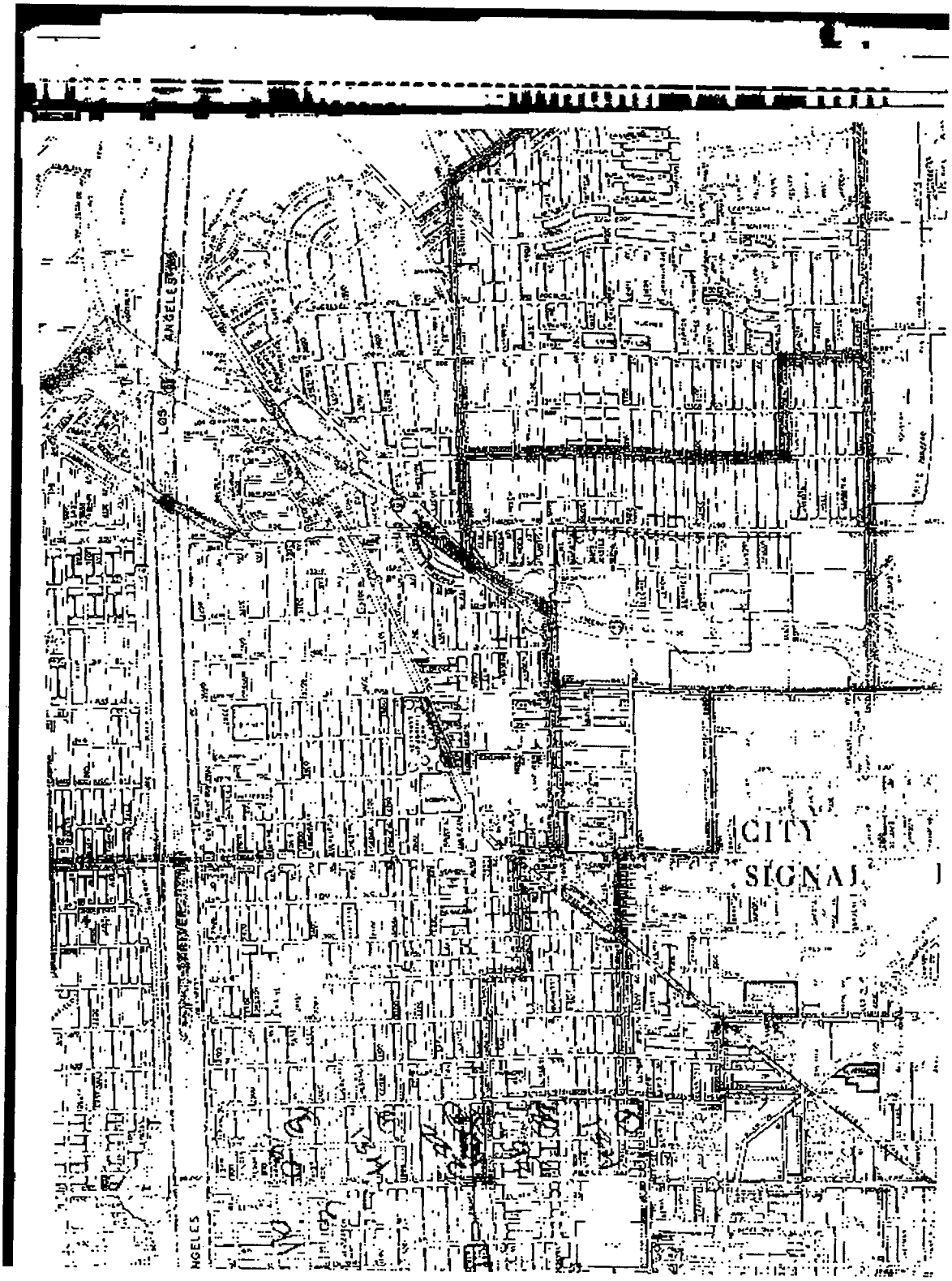
NOTE TO PARENTS:

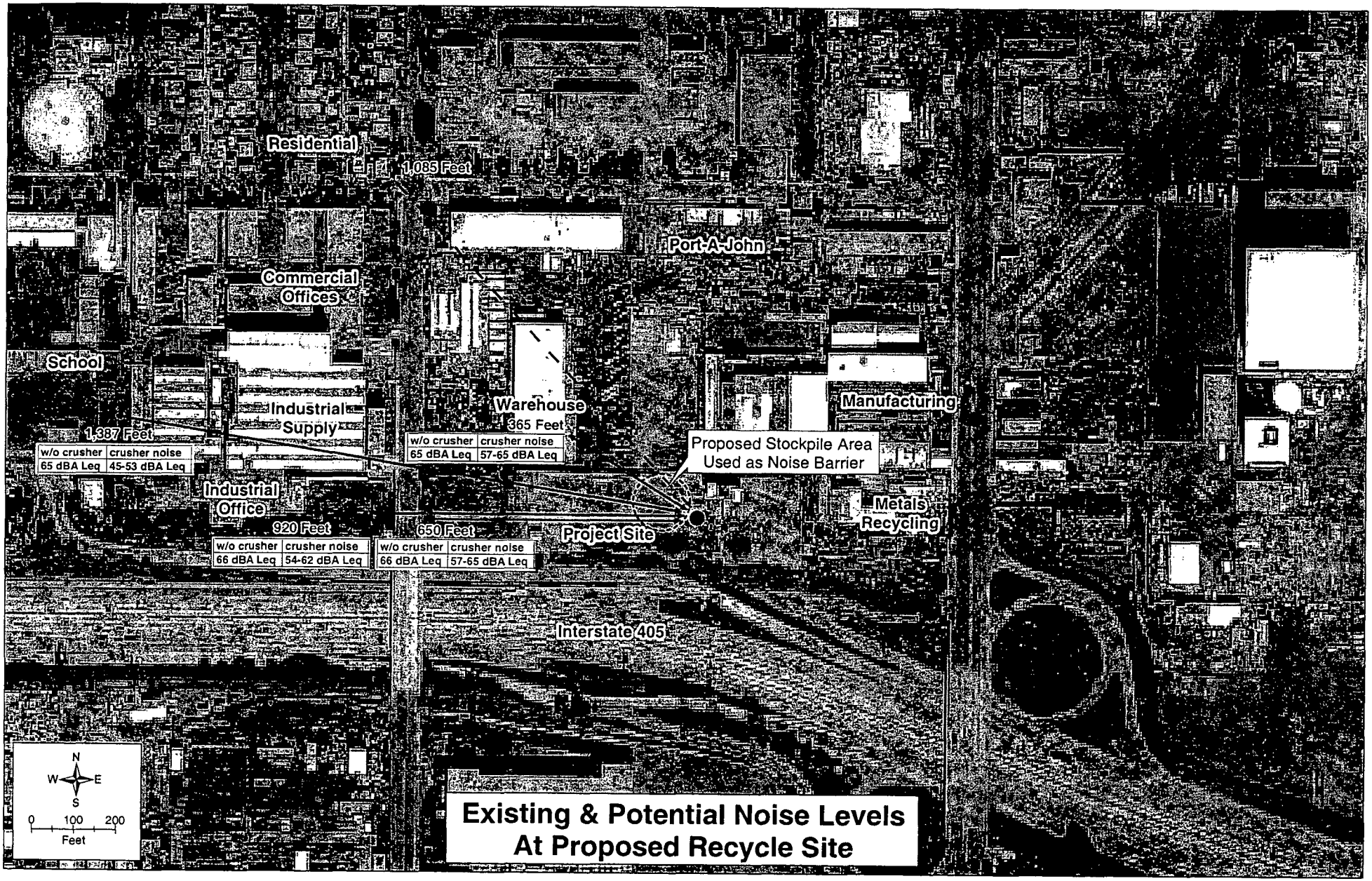
WILL YOU PLEASE TAKE A COLORED PENCIL OR CRAYOLA AND HELP YOUR CHILD MARK HIS OR HER HOME AND THE ROUTE HE OR SHE SHOULD TAKE TO SCHOOL, FOLLOWING THE GENERAL PATTERN OF ARROWS.

IT IS SUGGESTED THAT YOU ACTUALLY WALK OVER THE ROUTE WITH YOUR CHILD, ANSWERING ANY QUESTIONS HE OR SHE MAY HAVE CONCERNING THE MAP, POINTING OUT SUCH TRAFFIC CONTROL FEATURES AS STOP SIGNS, SIGNALS, ETC. ON HIS OR HER ROUTE TO SCHOOL.

PLEASE KEEP THIS MAP IN YOUR HOME AND GO OVER IT WITH YOUR CHILD FROM TIME TO TIME TO MAKE SURE THAT HE OR SHE KNOWS AND USES THE SCHOOL ROUTE.

Keep this Page in your Phone Book for Future Reference


CITY
SIGNAL


Residential
1,085 Feet
Port-A-John
Commercial Offices
School
Industrial Supply
1,387 Feet
w/o crusher | crusher noise
65 dBA Leq | 45-53 dBA Leq
Warehouse
365 Feet
w/o crusher | crusher noise
65 dBA Leq | 57-65 dBA Leq
Manufacturing
Proposed Stockpile Area Used as Noise Barrier
Industrial Office
920 Feet
w/o crusher | crusher noise
66 dBA Leq | 54-62 dBA Leq
650 Feet
w/o crusher | crusher noise
66 dBA Leq | 57-65 dBA Leq
Project Site
Metals Recycling
Interstate 405
N
W
E
S
0 100 200
Feet
Existing & Potential Noise Levels At Proposed Recycle Site