

## TABLE OF CONTENTS

5.0 ALTERNATIVES .....	5-1
5.1 INTRODUCTION .....	5-1
5.2 PROJECT OBJECTIVES .....	5-3
5.3 PROPOSED PROJECT .....	5-4
5.4 ALTERNATIVES CONSIDERED BUT REJECTED .....	5-6
5.5 ALTERNATIVES .....	5-19
5.6 IDENTIFICATION OF ENVIRONMENTALLY SUPERIOR ALTERNATIVE .....	5-54

## FIGURES

Figure 5.1: Previous Site Plan 1 .....	5-13
Figure 5.2: Previous Site Plan 2 .....	5-15
Figure 5.3: Previous Site Plan 3 .....	5-17
Figure 5.4: Alternative 2 Concept .....	5-25
Figure 5.5: Alternative 3 Concept .....	5-33
Figure 5.6: Disposition of Vacant Land .....	5-41
Figure 5.7: Alternative Sites .....	5-45

## TABLES

Table 5.A: Development Standards in City of Long Beach Industrial Zones .....	5-22
Table 5.B: Alternatives Analysis Project Traffic Generation Comparison .....	5-29
Table 5.C: Vacant Land .....	5-43
Table 5.D: Summary Table: Alternative Sites .....	5-55
Table 5.E: Alternatives Comparison Matrix .....	5-56
Table 5.F: Summary of Alternatives/Significant Impacts .....	5-63

## 5.0 ALTERNATIVES

### 5.1 INTRODUCTION

CEQA requires that an EIR consider a reasonable range of feasible alternatives to the project, or to the location of the project, that could attain the basic objectives of the project but avoid or substantially lessen any of the significant effects of the proposed project. The EIR must briefly describe the rationale for selecting the range of alternatives discussed and identify alternatives that were considered and rejected by the Lead Agency, with an explanation of the determination. The comparative merits of selected alternatives must be evaluated in comparison to the proposed project. This chapter sets forth potential alternatives to the Proposed Project and evaluates them, as required by CEQA and the CEQA Guidelines.

Key provisions of the CEQA Guidelines on alternatives (Section 15126.6) are summarized below to explain the foundation and legal requirements for the analysis of alternatives in an EIR:

- “The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.” Section 15126.6(d).
- “The discussion of alternatives shall focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly.” Section 15126.6(b).
- The “no project” alternative shall be evaluated along with its impact. “The “no project” analysis shall discuss the existing conditions at the time of the Notice of Preparation is published, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved. If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” Section 15126.6(e)(2)
- “The range of alternatives required in an EIR is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.” Section 15126.6(f)
- “Factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, and other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site.” Section 15126.6(f)(1)
- For alternative locations, “only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.” Section 15126(f)(3)
- “An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.” Section 15126.6(f)(3)

This chapter identifies and analyzes a range of alternatives to the project that could attain the basic project objectives and that would be reasonable and feasible for the project site. A number of alternatives that would not attain all of the project objectives but that are capable of eliminating or reducing impacts that have been determined to be significant for the proposed project have also been evaluated.

In addition to the alternatives selected for evaluation, several possible alternatives are considered but rejected because they failed to meet the project objectives, potential conflicts with continued oil operations on site, and/or questionable feasibility. These considered but rejected alternatives, as described in Section 5.4 of this chapter, include a cultural/nature park, residential development, a public school, and development of previously considered design concepts for a sports park in DEIR 2000.<sup>1</sup>

The alternatives selected by the City of Long Beach for further consideration would be reasonable and feasible for the project site, in consideration of the characteristics of the area, the applicable regulations and policies, and public comments received on the Notice of Preparation (NOP) and at the public scoping meeting for this EIR on February 9, 2004. As such, the following four alternatives are evaluated herein (Section 5.5 of this chapter), including the No Project Alternative and alternative sites as required by CEQA:

- Alternative 1: No Project/No Development.
- Alternative 2: No Project/Existing General Plan (Industrial)
- Alternative 3: Retail/Industrial/Office
- Alternative 4: Alternative Locations

For each alternative, the analysis provides the following:

- Description of the alternative.
- Overview of the potential impacts of the alternative and the significance of those impacts. (Per the CEQA Guidelines, significant effects of an alternative shall be discussed, but in less detail than those of the proposed project).
- Summary comparison of the alternative relative to the proposed impact, specifically addressing whether the alternative would meet the project objectives, the elimination or reduction of impacts compared to the project, and other comparative merits.

Each alternative is analyzed to determine whether it achieves the objectives of the proposed project. The project objectives listed in Chapter 2.0 are repeated below and numbered for reference in this chapter.

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<sup>1</sup> DEIR 2000 was released for circulation and public comment on January 10, 2000, but a Final EIR was never certified. For additional information on DEIR 2000, please refer to Chapter 2.0, Introduction.

## 5.2 PROJECT OBJECTIVES

Pursuant to Section 15124 of the CEQA Guidelines, the description of the proposed project contains a statement of the objectives sought for development of the proposed project.

The Long Beach Sports Park project seeks to accomplish two primary goals. The first is to develop a commercial sports park within the City of Long Beach to meet documented demand for adult and youth league sports facilities. This is consistent with the spirit and intent of the recently adopted Open Space and Recreation Element (OSE), which encourages the provision of new recreation uses. It will also free up space for children's sports leagues in neighborhood and community parks by providing space for adult leagues in accordance with the OSE policy to "give preference to children's sports leagues over adult sports leagues in neighborhood parks." The proposed project does not convert existing public park space into a pay-for-play facility, but involves the redevelopment of an underutilized and physically constrained site with new recreation facilities that will supplement those provided in City parks. In addition to the commercial sports park, the project includes a youth golf training and after-school learning center. Both are intended to serve Long Beach youth, consistent with the policies of the City's Strategic Plan (Long Beach 2000) and Open Space and Recreation Elements.

The second primary goal of the Long Beach Sports Park project is the redevelopment of a blighted, urban infill site. The proposed project will result in the viable redevelopment of a currently blighted and underutilized site with a use that will result in the implementation of a plan to manage any petroleum-impacted soils and the provision of needed recreation facilities for the residents of the City.

The following project objectives are intended to implement these goals:

1. Develop a 35- to 40-acre operationally self-sufficient sports park to meet the documented demand for an adult and youth league sports facility. The demand for league sports facilities is reflected in the 2002 Open Space and Recreation Element of the City of Long Beach General Plan and in the 2002 Department of Parks, Recreation and Marine Strategic Plans. Objectives outlined in these plans include:
  - Develop a new sports park on City property at Spring Street and Orange Avenue. (Department of Parks, Recreation, and Marine Strategic Plan, page 42).
  - Create additional recreation open space and pursue all appropriate available funding to enhance recreation opportunities (Open Space and Recreation Element, Open Space for Outdoor Recreation and Recreation Facilities, Policy 1).
  - Give preference to children's sports leagues over adult sports leagues in neighborhood parks (Open Space and Recreation Element, Open Space for Outdoor Recreation and Recreation Facilities, Policy 12).
  - Promote and assist with the remediation of contaminated sites (Open Space and Recreation Element, Open Space for the Preservation of Natural Resources, Policy 4).
  - Manage oil, water, and natural gas extracting site and operations to extend the life of these resources (Open Space and Recreation Element, Open Space for the Managed Projection of Resources, Policy 3).

- Maintain open space buffers adequate to keep property and lives safe from natural and manmade disasters within the City, including unstable soil areas, known active fault zones, low-lying flood prone lands, airport flight paths, and areas of physical and noise contamination. (Open Space and Recreation Element, Open Space for Public Health and Safety, Policy).
  - Increase youth engagement in productive activities (Long Beach Strategic Plan 2010, Our Children and Schools, Policy 5).
2. Minimize costs to the City by developing the commercial sports park on a site that does not result in excessive site acquisition costs to the City, with minimal demolition and tenant relocation costs.
  3. Provide community sports and recreational facilities on a site centrally located within the City.
  4. Provide an appropriately sized area for a youth golf facility that will provide training in basic golf skills to young people who might not otherwise have the exposure and opportunity to play golf, combined with a development center that provides academic support through after-school programs and resources.
  5. Redevelop a blighted site characterized by multiple development constraints (soils impacted with chemicals associated with oil field activities, geologic fault, oil operations, etc.) with an economically viable and attractive use.
  6. Promote compatibility of the proposed development with future operation of oil facilities and operations, consistent with provisions of Chapter 12 of the Long Beach Municipal Code entitled "Oil Code."
  7. Improve public infrastructure on and near the project site, including adjacent roadways.
  8. Enhance the economic vitality of the City of Long Beach through redevelopment of this underutilized property.

The following discussion provides analysis of the four alternatives to the proposed project, including comparison of the environmental effects of each alternative with those of the proposed project. Each of the environmental topics addressed in Chapter 4.0 is addressed for each alternative. Table 5.E at the end of this section provides a summary of the alternatives analysis.

### **5.3 PROPOSED PROJECT**

As previously noted, alternatives must be evaluated as to their ability to reduce or eliminate significant unavoidable adverse environmental impacts associated with the proposed project, including an alternate location, and feasibly attain the basic objectives of the project. The comparative merits of the different alternatives are evaluated in accordance with CEQA.

The proposed project is the development of a sports park, a commercial/office site, and youth golf facility. The proposed project site is a ±55-acre site in the City of Long Beach currently used for a variety of industrial activities and oil extraction.

The project includes a General Plan Amendment, Zone Changes, a standard variance for parking, Conditional Use Permit, and a Tentative Parcel Map for the creation of the outparcel (not a part) and commercial parcel.

The recreation components of the Sports Park include four soccer fields, six softball/baseball diamonds, a skate park, batting cages, two playgrounds, a volleyball court, and soccer arenas on an approximately 46-acre area within the project site. Patrons of the Sports Park will be charged for the use of the sports facilities. The project also includes a youth golf training center that will be operated separately from the Sports Park.

It is anticipated that the youth golf center would be operated by a separate private or nonprofit operator or by the City of Long Beach on an approximately 7-acre area within the project site. The proposed youth golf center includes a two-story, 15,000-square-foot building, eight tee locations for the driving range, three pitch-and-putt holes, and a putting green.

The 2.5-acre commercial parcel in the northwest corner will be created through the Tentative Parcel Map. The parcel will be rezoned for retail/commercial (CCA) use. Commercial use of the property is analyzed in this DEIR. However, should the assumptions used in this DEIR substantially change at the time development plans are submitted for City consideration, additional environmental analysis may be necessary for future development on this parcel.

Please see Chapter 3 of this EIR for more information regarding the proposed project. Specifically, Figure 3.3, Project Components, is a diagrammatic illustration of the project site showing the location of the outparcel, commercial parcel, sports park, and golf training facility. Figure 3.4 shows the proposed project site plan.

The potential impacts of the proposed project are described in Chapter 4, along with feasible mitigation measures to reduce significant impact. Many of the project impacts are below established thresholds of significance or can be reduced to below thresholds of significance with the implementation of mitigation measures. Some impacts cannot be reduced to below a level of significance, even with mitigation, and are considered unavoidable adverse impacts. The unavoidable adverse impacts for the proposed project include:

- Air Quality: Construction effects
- Air Quality: Operational emissions on Saturday
- Cultural Resources: Demolition of historic building
- Cultural Resources: Change to context of remaining (off-site) historic structure
- Cumulative impacts to biological resources (loggerhead shrike habitat)
- Cumulative impacts to solid waste disposal capacity
- Traffic: Project impacts can be mitigated to below a level of significance; however, implementation of certain mitigation requires the approval of the City of Signal Hill and/or Caltrans. Until the appropriate Responsible Agency approves and implements the mitigation measures listed in Section 4.9, Traffic and Circulation, the following project impacts may remain significant.

- Orange Avenue at Spring Street
- I-405 southbound ramps at Orange Avenue
- 32nd Street at Orange Avenue
- Orange Avenue at 28th Street/Project Driveway No. 4
- Project Driveway No. 3 at 28th Street

## **5.4 ALTERNATIVES CONSIDERED BUT REJECTED**

In evaluating an appropriate range of alternatives to the proposed project, a number of alternatives were considered and rejected by the Lead Agency. These included a passive open space park, residential development, a public school, and a previously proposed design alternative for a sports park facility that was considered by the City in 1999. Each of these alternatives was rejected for differing reasons, as described briefly below.

### **Passive Open Space (Cultural/Nature Park)**

This alternative assumes converting the proposed project site to a passive recreation area or park. Comments received from citizens at the public scoping meeting and in written comments on the NOP requested that the City consider a park that would generally retain the existing contours of the site and incorporate a cultural resources interpretive display or center as well as nature trails. The objective of this alternative was to recognize the open space qualities of the project site, including birding opportunities, and to provide an educational display and/or center related to Native American (Gabrieleno/Tongva) culture.

Discussion in Sections 4.3, Geology and Soils, 4.5, Biological Resources, and 4.6, Cultural and Paleontological Resources, details how the existing topographic conditions on the project site are the result of significant ground disturbance and earth movement over many decades from activities related to oil production and the deposition of fill. Therefore, the existing condition of the site is not a “natural” condition. Although such a possibility exists, there is no evidence in the record or as a result of site surveys that the site was used by Native Americans in the past. (See Section 4.6 of this EIR for more information). Section 4.5 details how the existing vegetation and species on site are primarily nonnative, ornamental, and unprotected species (that is, species not listed as threatened or endangered), with the exception of the loggerhead shrike, which is a species of concern. The existing wetland on site has resulted from minimal maintenance of a constructed detention basin and is not related to the historic or prehistoric presence of wetlands that may have occurred as a result of a freshwater spring. Therefore, the existing conditions on site are not considered to be biologically or archaeologically unique and creating an acceptable “natural” environment would require a substantial investment of public funds.

If a cultural/nature park was to be developed on the site, it is assumed that the economically productive oil wells would continue to operate. Therefore, such a use could be consistent with the project goal of managing oil extracting operations to extend the life of these resources (Open Space and Recreation Element, Open Space for the Managed Protection of Resources, Policy 3). An interpretive center on site could also address the role of the oil industry in Southern California. It is

also assumed that the design of a cultural/nature park would also result in the elimination of existing tenant buildings, with the exception of the historic compressor building. Such a use would allow for the continued oil operations, protection of an existing historic resource, and elimination of blight on the project site, partially attaining project objectives.

A cultural/nature park use would not further the City's recreation objectives of the project, as summarized below:

- Develop a 35- to 40-acre operationally self-sufficient sports park to meet the documented demand for an adult and youth league sports facility (2002 Open Space and Recreation Element of the City of Long Beach General Plan and the 2002 Department of Parks, Recreation and Marine Strategic Plans)
- Create additional recreation open space and pursue all appropriate available funding to enhance recreation opportunities (Open Space and Recreation Element, Open Space for Outdoor Recreation and Recreation Facilities, Policy 1)
- Minimize costs to the City by developing the commercial sports park on a site that does not result in excessive site acquisition costs to the City. The utilization of the project site for a cultural/nature park would remove it from the inventory of available sports park sites. See Section 5.5.4 of this Chapter for more information about off-site alternatives.
- Provide community sports and recreational facilities on a site centrally located within the City
- Provide an appropriately sized area for a youth golf facility and academic development center
- Give preference to children's sports leagues over adult sports leagues in neighborhood parks (Open Space and Recreation Element, Open Space for Outdoor Recreation and Recreation Facilities, Policy 12)

No potential funding source is known to enable development of a cultural/nature park. It is anticipated that funding for the proposed sports park will be accomplished through a variety of sources, including recreation grants, existing Los Angeles County recreation bond financing, and private cosponsorship by the contract operator. While bond and grant funding may also be available for a cultural/nature park, private cosponsorship is not considered a likely source of funding since this alternative would not result in significant revenue generation. Without some method of financing the project there would not be sufficient funding to pay for off-site traffic, utility, and reclaimed water improvements that are included in the proposed project and for which similar improvements are assumed to be necessary and appropriate for a cultural/nature park. A cultural/nature park would not likely be a revenue-generating use that could support funding of ongoing maintenance costs on a regular basis. Therefore, the degree to which a cultural/nature park would further the project objectives related to economic development is not known. The economic development objectives of the project are:

- Redevelop the site with an economically viable and attractive use
- Improve public infrastructure on and near the project site, including adjacent roadways
- Enhance the economic vitality of the City of Long Beach through redevelopment of this underutilized property

Although oil operations (and associated visual effects) are assumed to continue under this alternative, the removal of perimeter business structures and implementation of landscape enhancement and interpretive facilities would represent an overall improvement to the visual quality of the site compared with current conditions. Therefore, it is assumed that the cultural/nature park would result in an attractive use and redevelopment of the project site. The uncertainty with regard to funding for this use makes it difficult to predict the likelihood that there would be sufficient funds to make public improvements such as any roadway widenings, intersection improvements, or other off-site improvements. It is also not known to what extent this alternative would have indirect economic development advantages such as increased visitors and tourism, for the City.

A cultural/nature park use of the site would provide opportunities desired by some in the community. The uses considered for this alternative could result in biological and cultural interpretive and educational facilities and programs available to the public. There is, however, no funding source for such a use, and its financial feasibility is not known. The long-term operation and maintenance of a passive park is also in question, as the Department of Parks, Recreation and Marine goals, and therefore resources are focused on meeting the community's active recreation needs. It is anticipated that a nature/cultural park would rely largely on volunteer staffing and funding. Use of the site for this alternative would remove this site from the inventory of potential sports park sites in the City.

There are also inherent land use conflicts between a passive open space area and ongoing active oil production activities. Interpretive paths and public access would be required to honor surface easements that provide maintenance and emergency access to the wells. Also, the Fire Code requires that a 25-foot area around operating oil wells remains free of any source of ignition, including dry plants. The visual characteristics, trails operations logistics, and quality of the visitor experience could be adversely affected by the interface between an active oil field and a nature/cultural park. The cultural/native park would have low levels of activity on a site with varied topography, resulting in a situation that requires constant surveillance by park staff, to control trespass at active oil wells and to maintain the public's safety. The isolation of the project site from other recreation uses and from residential uses makes it particularly vulnerable from a public safety perspective. The retention of the existing site topography means that large areas of the site would not be visible from on or off site. Safety concerns could result in restricting access to appointment only, docent-led experiences.

In addition to safety concerns and an inherent conflict between a passive park and the active oil wells, a cultural/nature park would not meet the recreation and economic objectives of the project. Therefore, this potential alternative was found to be impractical and was not considered further.

## **Residential Development**

Residential development was considered for the project site as a means of furthering the City's housing goals as established by SCAG and included in the Housing Element of the General Plan. This potential alternative was rejected because of land use compatibility issues with the surrounding heavy commercial and industrial development. Also, the site is surrounded by the City of Signal Hill, and thus Long Beach has limited influence over adjacent areas and possible future changes in land uses that could increase impacts to residential uses.

If residential uses were to be developed on the site, it is assumed that the economically productive oil wells would continue to operate. Therefore, such a use would be consistent with the project goal of

managing oil extracting operations to extend the life of these resources (Open Space and Recreation Element, Open Space for the Managed Protection of Resources, Policy 3). It is also assumed that residential development would result in the elimination of existing tenant buildings. Such a use would allow for the continued oil operations and contribute to the elimination of blight on the project site, therefore achieving some of the project goals. A residential use would likely require similar improvements to public infrastructure on and near the project site, including adjacent roadways, as would be required for the proposed project.

A residential use would not further the City's recreation objectives of the project, as summarized below:

- Develop a 35- to 40-acre operationally self-sufficient sports park to meet the documented demand for an adult and youth league sports facility (2002 Open Space and Recreation Element of the City of Long Beach General Plan and the 2002 Department of Parks, Recreation and Marine Strategic Plans)
- Create additional recreation open space and pursue all appropriate available funding to enhance recreation opportunities (Open Space and Recreation Element, Open Space for Outdoor Recreation and Recreation Facilities, Policy 1)
- Minimize costs to the City by developing the commercial sports park on a site that does not result in excessive site acquisition costs to the City
- Provide community sports and recreational facilities on a site centrally located within the City
- Provide an appropriately-sized area for a youth golf facility for young people who might not otherwise have the exposure and opportunity to play golf, combined with an academic development center
- Give preference to children's sports leagues over adult sports leagues in neighborhood parks (Open Space and Recreation Element, Open Space for Outdoor Recreation and Recreation Facilities, Policy 12)
- Increase youth engagement in productive activities (Long Beach Strategic Plan 2010, Our Children and Schools, Policy 5)

In conclusion, a residential use of the property would be inconsistent with the existing zoning and General Plan designations of the project site, and incompatible with the surrounding heavy commercial and industrial uses. In addition, this alternative does not further the core objectives of the project. Therefore, this potential alternative was found to be impractical and undesirable, and was not considered further.

### **Public School**

Enrollment in the Long Beach Unified School District (LBUSD) in 2002-2003 totaled 97,212 students grades kindergarten through grade 12. Growth has occurred in the LBUSD at an average annual rate of approximately 2.8 percent over the past ten years, and the annual increase in overall LBUSD enrollment from the 2000-2001 to the 2001-2002 school year was 2.5 percent. Given the recent enrollment pressures experienced by LBUSD, the City contemplated the appropriateness of a public school use on the site. Kevin Barre of the LBUSD staff was contacted (telephone

conversations, April 2, 2002, and October 5, 2004) to determine the suitability of the site for a public school use.

Although LBUSD has been experiencing a growth in student enrollment, the District is focusing its expansion efforts on sites it already owns. Southwestern Long Beach is the area of greatest enrollment demand (southwest of the City of Signal Hill). Due to the relative absence of housing in the area surrounding the project site, a school at this location would require extensive busing of students.

The site is isolated from residential areas of the City and the character of surrounding industrial land uses would generally detract from the quality of the experience that is desirable at educational facilities. Surrounding areas are largely located in the City of Signal Hill, and the City of Long Beach has no control over adjacent heavy industrial areas. In addition, the school district considers on-going oil operations to be a constraint to school use, in accordance with requirements of the California Education Code, which requires an extensive setback from the wells that are scattered around the site. Existing surface easements for maintenance and emergency access to wells would have to be maintained and developed around, and operating oil wells could act as an attractive nuisance resulting in student safety concerns. School development would require that LBUSD acquire the site from the City of Long Beach. The City does not have an interest in disposing of the property.

Depending upon the type of school, a public school use could require only a portion of the project site. School site requirements are approximately 10–12 acres for an elementary school use, 20 acres for a middle school, and 50+ acres for a high school.<sup>1</sup> It is assumed that the remainder of the site would be developed with the Sports Park. The youth golf facility is the only project component included in the elementary school scenario. Therefore, the public school scenario could meet some of the project objectives; however, the middle school and high school options would not include an appropriately sized area for a youth golf facility, academic development center, and self-sustaining recreational facilities. This potential alternative was found to be impractical and undesirable because it did not achieve basic project goals and was therefore not considered further.

### **Previous Site Design Concept**

Previously considered uses for the project site included an auto mall in 1988, a retail center in 1991, a warehouse/storage facility in 1994, and an auto racetrack in 1996. These proposals failed to materialize due to the development constraints of the site including topography, unsuitable soil and subsurface conditions limiting building placement and size of structures on site, operating oil facilities, and general environmental issues affecting site development options.

Moffatt and Nichol Engineers (Moffat and Nichol) completed a Feasibility Study on locating a sports park at the corner of Spring Street and California Avenue in June 1999. The Study concluded that it was feasible to use the proposed project site as a sports park facility. Soon after the completion of the Feasibility Study, the City Council authorized environmental analysis to be prepared pursuant to the National Environmental Policy Act (NEPA) and CEQA. An Initial Study was completed and a Notice of Preparation (NOP) of a Draft EIR was issued to agencies and the public in September 1999. A

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<sup>1</sup> School site size as recommended by State of California Department of Education.

Draft EIR (DEIR 2000<sup>1</sup>) was released for circulation and public comment on January 10, 2000, but a final EIR was never prepared. As a result of subsequent site planning refinements and additional site environmental investigations, the City of Long Beach concluded that DEIR 2000 could not be relied upon for CEQA environmental review purposes. As a result, the DEIR 2000 effort was abandoned.

The previous EIR considered three proposed site plans, or development options, for the project site (Figures 5.1, 5.2, and 5.3). The site plans included a pay-for-play sports park along with some combination of areas reserved for future commercial development, areas reserved for future private development and associated parking areas. All three options envisioned development of an adult-oriented sports facility on approximately 45 acres, and included 6 softball fields, 5 volleyball courts, 4 soccer fields, and a multi-purpose structure to accommodate a variety of other sports activities, special events, and large group gatherings.

Two of the options did not include City acquisition of the property at the northeast corner of the project site ("UGI" site), and therefore did not require the demolition of the historic compressor building. However, these site plans had other disadvantages. For example, it would have been necessary to split the parking in these options (Site Plans 1 and 2). A single, controlled access gate is a key design feature for sports park facilities. The single entry allows the operator to ensure that entrance fees are collected, to monitor the number of guests, and to control the quality of the visitor experience with regard to the provision of an entry treatment and gathering area that leads to key sports park use areas. The split parking would make it difficult if not impossible to unify and control access. Also, the site design for Site Plan 1 has limited opportunities for plazas and outside gathering places that add design character to a sport park and which facilitate the orchestration and management of large functions and tournaments. Similar limitations are presented by the design of Site Plan 2. In addition, the parking lot is isolated and distant from the entry, creating a prohibitively long walking distance of 350 feet from the parking lot to the sports park entry. Slope areas around individual soccer fields limit the flexibility to adjust field size to accommodate specific league or tournament requirements. Also, none of the three options included the youth golf center that is incorporated into the currently proposed project.

One of the key reasons that these site plans were considered but rejected is the increased need for grading and increased use of retaining walls compared with the proposed project. The site plan options in DEIR 2000 required between 27,000 and 75,000 square feet of retaining wall surface area. The previously selected option, Site Plan 3, required the least use of retention walls, and was therefore the least expensive of the three options considered. However, Site Plan 3 did not provide for a gradual transition in grade to accommodate retention requirements and still required greater use of retention walls than the currently proposed project. In order to provide comparable facilities to the other site plan options while reducing the use of retaining walls, it was necessary for Site Plan 3 to acquire the property at the northeast corner of the project site (referred to as the UGI property), which would result in the demolition of the historic compressor building.

Implementation of either Site Plan 1 or 2 would eliminate a significant impact of the proposed project, the loss of the historic compressor building. Under these two scenarios, the "UGI" property would be an outparcel, not a part of the proposed project, and as such, would not be under the

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<sup>1</sup> For purposes of clarity and distinction, the earlier EIR is referred to as DEIR 2000 and this current, recirculated document is referred to as "this Draft EIR" or "this EIR."

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LSA

FIGURE 5.1



NO SCALE  
 SOURCE: MOFFATT & NICHOL, ENGINEERS.

*Long Beach Sports Park*  
 Previous Site Plan 1

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LSA

FIGURE 5.2



NO SCALE  
 SOURCE: MOFFATT & NICHOL, ENGINEERS.

*Long Beach Sports Park*  
 Previous Site Plan 2

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LSA

FIGURE 5.3



NO SCALE  
 SOURCE: MOFFATT & NICHOL, ENGINEERS.

*Long Beach Sports Park*  
 Previous Site Plan 3

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ownership or control of the City. Therefore, implementation of either of these alternatives could result in the compressor building acting as an attractive nuisance for children or others who may be on the adjacent project site to patronize the Sports Park. The existing structure is in a dilapidated condition, and is a visual blight to the site under both existing and proposed conditions. Also, as the compressor structure is not protected by local ordinances, there would be no guarantee that it would not eventually be demolished. Therefore, it cannot be determined with any certainty that the project impact of demolishing the compressor building would be avoided under this alternative in the long-term. Finally, preservation of the compressor building would preclude development of the recreation uses that are currently proposed, rendering the proposal less effective in meeting the project objectives and potentially economically infeasible.

Since the previous Sports Park design concepts generally required a greater use of retaining walls, it was determined that they were likely to be more expensive than the proposed project, while providing fewer recreation amenities and meeting fewer project objectives. Therefore, this potential alternative was found to be undesirable and was not considered further.

## 5.5 ALTERNATIVES

In order to accommodate any alternative development scenario, the following conditions are assumed: (1) all structures are required to be built with a minimum setback of 25 feet from active oil wells; (2) setbacks from the Cherry Hill fault are required consistent with the Alquist-Priolo Earthquake Fault Zone Act; (3) any building constructed over abandoned wells would include well-vent systems designed to vent natural gases to the atmosphere, if necessary; (4) the entire site would need to be mass graded due to the need to remove/recompact incompetent soil and unconsolidated fill, provide proper drainage of the site and to prepare development pads or other improvements; (5) oil extraction activities on the proposed project site would continue under all development alternatives due to the high cost of removal and associated loss in revenue should production be adversely affected; (6) oil wells would be integrated into project design in accordance with the requirements of the Municipal Code; and (7) an approximately 12.4-acre area would be required for a storm drainage detention basin at the southwest corner of the site. In each Project Alternative involving development of structures, gross site developable area will be reduced by approximately 15 percent to account for area typically devoted to infrastructure, streets, and other improvements.

### 5.5.1 Alternative 1—No Project/No Development Alternative

The following alternatives to the proposed project were developed pursuant to the requirements of Section 15126 of the CEQA Guidelines. The alternatives to the proposed project listed below will be evaluated.

**Alternative 1: No Project/No Development.** Consistent with Section 15126.6 of the CEQA Guidelines, the No Project/No Development Alternative is the existing condition of the project site at the time the Notice of Preparation (NOP) was published. The setting of the site at the time of the NOP is described throughout Chapter 4.0 of this EIR with respect to individual environmental issues and forms the baseline of the impact assessment of the proposed project. This alternative summarizes

environmental conditions that would exist if no development of any kind were to occur on the project site.

**Attainment of Project Objectives.** The No Project/No Development Alternative would not implement any of the City's basic objectives for the proposed project and the project site. The recreation objectives contained in the City's Open Space and Recreation Element, the Department of Park, Recreation, and Marine's Departmental Strategic Plan, and Long Beach Strategic Plan 2010 would not be furthered. This alternative would not result in the redevelopment of a site generally characterized as blighted.

**Environmental Analysis.** In leaving the site in its current underdeveloped condition with oil production interspersed throughout the site and peripheral tenant businesses along the street frontages, none of the physical impacts associated with the proposed project would occur. No additional traffic would be generated to and from the site; air emissions and noise generated by the proposed site uses would not be generated; the current views of and from the site would remain the same; and no topographic, hydrologic, or land use changes would occur. The existing compressor building would remain on site, and the setting for the existing off-site historic office building would not change. Site consolidation of City and privately-held parcels would not occur. The existing vegetation and wildlife on the site, including the existing shrike habitat, would likely not be disturbed. Existing views from the site would not be altered, although the site would remain legally inaccessible to the public. Oil extraction would continue to occur, much as it would under the proposed project. Current soil conditions and existing topography would be unchanged. Potential archaeological and paleontological resources would remain disturbed. This alternative would not generate the need for additional public services and utility consumption.

**Conclusion.** This alternative would not result in any new physical environmental effects and would avoid significant project-related impacts to historical structures, to regional air quality, and to biological resources in the area on a cumulative basis.

Regardless of the approval and implementation of the proposed project, the project site is likely to be developed in the future. The General Plan and Zoning Code designate the site for development. The site is an infill site, with adequate infrastructure and community services to support future development. The project analysis for this EIR has indicated that development constraints with regard to soil contamination and subsurface soil conditions are less than previously thought. While the continued operation of oil wells and the presence of the Cherry Hill Fault are constraints to future development, the increasing desirability of infill properties and the successful development of other oil properties in Long Beach and Signal Hill indicate that the project site likely will be developed with urban uses sometime in the future. Therefore, the No Project/No Development Alternative is considered only an interim use of the site.

### **5.5.2 Alternative 2—No Project/ Existing General Plan**

**Alternative 2: No Project/Existing General Plan (Medium Industrial and Accessory Office Uses).** Section 15126.6 of the CEQA Guidelines states that the No Project Alternative analysis must

evaluate environmental impacts that could reasonably be expected to occur should the project not be approved and the property were to be developed under existing land use regulations. This alternative assumes that development consistent with the current land use designation will eventually occur on the project site. The City of Long Beach General Plan land use designation (LUD) for the project site is currently 9G-Industrial. This land use designation allows for the development of a diverse range of uses characterized in the General Plan as “traditionally heavy industrial and manufacturing uses” that have a high employment component. Most commercial and office uses are discouraged from LUD 9G, except in association with allowed industrial uses. IG, General Industry, is the zoning classification corresponding to the LUD 9G land use designation.

Development of heavy industry consistent with the current land use designation and development standards contained in the IG zone would allow substantially more intense development than currently exists on the project site. Typical activities that could be allowed include manufacturing, processing, packing, assembly, and other similar activities. The Municipal Code states that City regulations are structured to address the operating characteristics and processes of industrial uses rather than specific businesses. Thus, the IG zone and other industrial zones permit a broad range of potential uses and establish general development standards for each zone. Standards applicable to the IG and IM (Medium Industrial) zones in the City have been utilized as guidelines to formulate assumptions for this No Project/Existing General Plan Alternative in conjunction with consideration of the unique physical constraints on the project site. The majority of the project site is presently zoned IM, although the General Plan theoretically could allow more intense development. In addition, other contemporary industrial developments of a similar nature have been examined to extrapolate a reasonable development scenario for this alternative.

As described in the introduction to this section, there are a number of unique physical constraints affecting all development potential on the project site. These include the existing site parcelization pattern, the presence of both underground and overhead utilities and underground pipelines on site, the presence of the Cherry Hill Fault Zone, the existing operating oil wells that are assumed to remain, and the need for a storm drainage detention basin on site. In addition, the site is characterized by rolling topography that would act to limit the development potential for industrial purposes without significant grading. Each of these features would act to reduce the realistic development potential from the maximum permitted under the General Plan.

Chapter 21.33 of the City of Long Beach Municipal Code establishes the parameters for development presented in Table 5.A for the IM and IG zones.

Because of the physical constraints present on the project site, achievement of the maximum development intensity theoretically permitted under the IG zone is considered unrealistic. It would also be out of character with the pattern and intensity of land uses currently surrounding the subject site. Consequently, development standards established for the IM zone have been applied to the project site to account for site limitations (except the required detention basin) in order to formulate the build out scenario for this alternative. It is assumed that the area necessary to satisfy parking requirements listed above is inherently incorporated into the City’s specification of maximum site coverage and that no additional allowance needs to be made.

**Table 5.A: Development Standards in City of Long Beach Industrial Zones**

<b>Standard</b>	<b>IM Zone</b>	<b>IG Zone</b>
Minimum Lot Size	20,000 sq. ft.	Same as the IM zone
Maximum Lot Coverage	60%	80%
Maximum Building Height	45 feet	65 feet
Maximum Accessory Office Space	25% of gross floor area (gfa), or 45% of gfa for multitenant spaces < 5,000 sq. ft. in size	Same as the IM zone
Minimum Landscape Area	5 ft landscape setback required along street frontages	Same as the IM zone
Off-Street Parking	2-3 spaces per 1,000 sq. ft. gfa for industrial uses; accessory office area > 25% gfa: 4 spaces per 1,000 sq. ft. gfa up to 20,000 sq. ft.	Same as IM zone

The following specific assumptions, factors, and calculations have been utilized to estimate the development scenario for the No Project/Existing General Plan Alternative:

Gross Project Area: 55.5 acres

Required Detention Basin: 12.4 acres

Remaining Gross Site Area: 43.1 acres

Estimated Net Development Area: 36.6 acres (*applying a general 15 percent conversion factor for gross to net acres to account for infrastructure, streets, and other improvements, based upon examples of similar industrial developments researched by LSA*)

Site Coverage: 60 percent (*as in the IM Zone*)

Structure Height: assumed all single story

Accessory Office Use: 25 percent of gross floor area

**Total Net Development Scenario:** 717,430 square feet of General Industrial uses  
239,145 square feet of Accessory Office use  
956, 575 total square feet of development

Net FAR: 0.51

Please see Figure 5.4, Alternative 2 Concept. The concept for this alternative provides for the required storm water detention area, general industrial uses, and office development at the corner of Spring Street and California Avenue, and at Orange Avenue and 28th Street. The conceptual land use distribution is based on a grading plan similar to that of the proposed project.

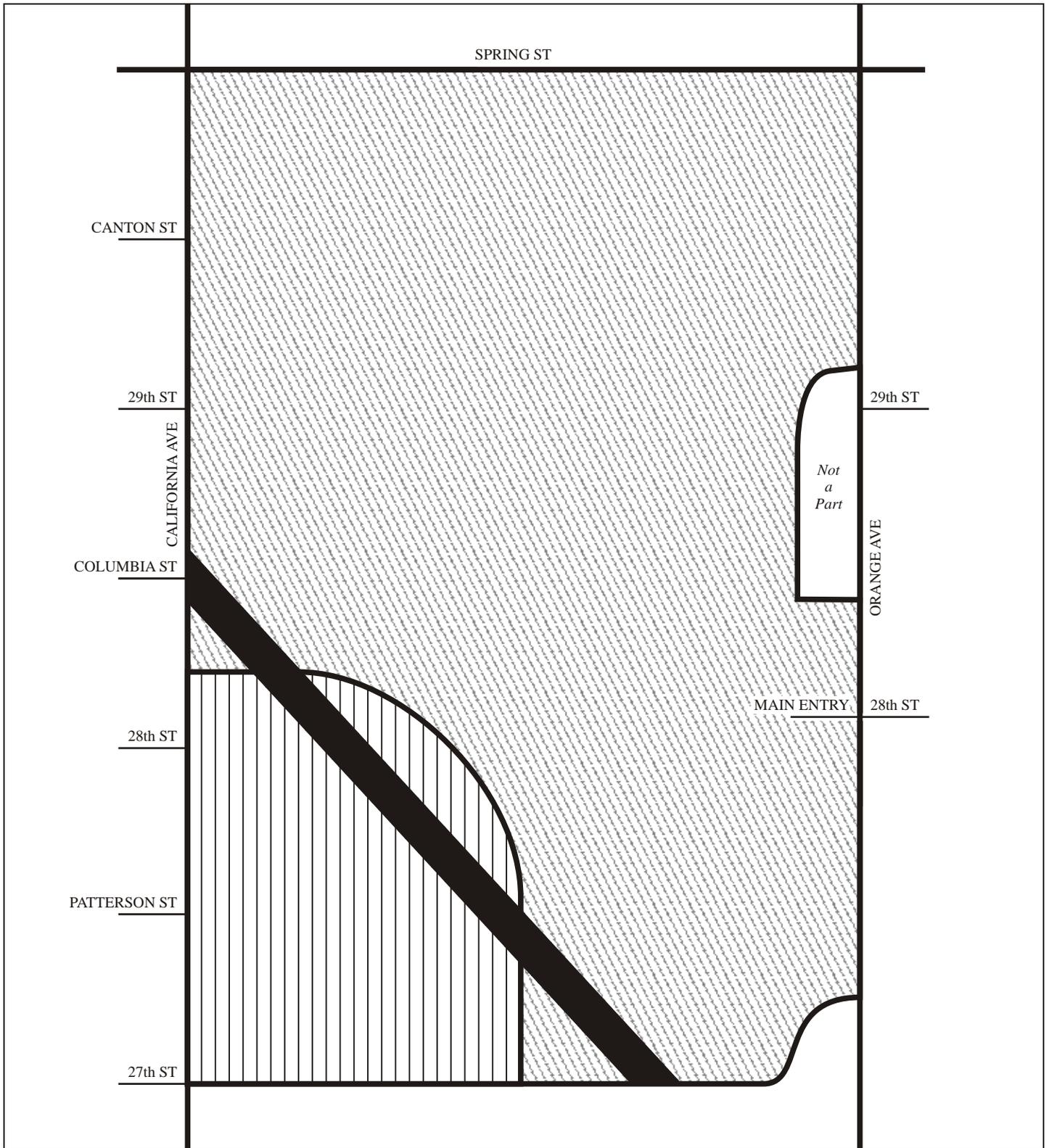
**Attainment of Project Objectives.** The No Project/Existing General Plan Alternative does not meet the project objectives associated with developing a sports park, including the creation of recreational open space and providing community sports and recreational facilities on a site centrally located in the City. This alternative also does not further the project objective of providing a youth golf facility. The recreation objectives contained in the City's Open Space and Recreation Element, the Department of Park, Recreation, and Marine's Departmental Strategic Plan, and the Long Beach Strategic Plan 2010 would not be furthered. The objectives of redevelopment of the site and removal of blight would be implemented.

The No Project/Existing General Plan Alternative would be consistent with the project objective of redeveloping the site in a manner that is consistent with the continued operation of oil extraction activities.

### **Environmental Analysis.**

**Land Use.** The No Project/Existing General Plan Alternative will result in the conversion of the project site from its current vacant condition to a developed/urbanized condition. The industrial/office space complex considered in this alternative would be consistent with the surrounding land use patterns in the Cities of Signal Hill and Long Beach, which is characterized by light and heavy industrial uses and commercial uses.

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LSA

FIGURE 5.4



-  STORMWATER DETENTION AREA
-  GENERAL INDUSTRIAL AND ACCESSORY OFFICE
-  CHERRY HILL FAULT SETBACK

NO SCALE

*Long Beach Sports Park*  
Alternative 2 Concept  
Industrial

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This alternative would require a rezoning for the portion of the site that is currently zoned institutional. No General Plan Amendments would be required. Land use impacts compared to the proposed project are neutral, having no greater or lesser impacts than the proposed project.

**Hydrology and Water Quality.** Development of the project site under the No Project/Existing General Plan Alternative would require a surface runoff drainage and detention system, as does the proposed project. The design of a system for the industrial development would also be required to meet City engineering standards and conditions of approval, similar to the proposed project. This alternative would affect the existing drainage conditions in approximately the same way that the proposed retail center would. No discernable difference in effects on surface hydrology would take place with this alternative with the exception that this alternative would require a larger detention basin to protect downstream properties from substantially higher peak stormwater flows due to the increase in impervious surfaces (parking and building coverage).

Water quality effects of the industrial development would also be similar to the proposed project. Urban development of the site, whether commercial recreation or industrial, would generate new surface pollutants as a result of vehicular by-products such as oils and grease, and urban uses would use typical chemicals for cleaning. Both the proposed project and industrial use would be required to prepare a Water Quality Management Plan and comply with the National Pollution Discharge Elimination System (NPDES) storm water permit process. Single ownership of the site as proposed under the project conditions would facilitate the identification and control of fertilizers and pesticides used on site, which would not be as likely with the potential individual ownership of industrial buildings or building clusters. Overall, however, the difference in the relative contribution of these water quality constituents after required treatment between this alternative and the proposed project would be indiscernible.

Both the No Project/Existing General Plan Alternative and the proposed project will result in development of the whole site as a project requiring similar urban infrastructure. Therefore, this alternative creates similar hydrology and water quality impacts compared to the proposed project.

**Biological Resources.** This alternative would require extensive grading of the site similar to the proposed project due to the need to mass grade the entire site to prepare development pads and the stormwater drainage system. As a result, impacts to the existing wetlands and loggerhead shrike habitat would not be avoided.

**Cultural Resources.** This alternative would require extensive grading of the site similar to the proposed project. As a result, potential impacts to archaeological and paleontological resources, and the impact to the context for the historic SHPI/Lomita Gasoline Company office building, would not be avoided. It would be feasible, however, to develop this alternative without demolishing the historic compressor building, although no mechanism is in place currently that would ensure the preservation of the structures in the long-term. There may be “attractive nuisance” impacts of maintaining the compressor building in its current state. (See Section 5.3 of this EIR.) It should be noted that the compressor building is not a designated local landmark, and avoiding its demolition in the short-term would not necessarily ensure its preservation in the long-

term. However, this alternative does not require the demolition of the structure, thereby avoiding this significant impact.

**Public Services and Utilities.** The No Project/Existing General Plan Alternative has been compared to the proposed project with regard to demand for public services and utilities. Generally, the industrial use under the existing zoning would utilize more electricity and natural gas, while the demand for domestic water would be less.<sup>1</sup> The need for sanitary sewer service and solid waste disposal capacity is also greater than the proposed project.

There are a number of public agencies and contract providers serving the project area. It is anticipated that the increased demand for service generated by either the proposed project or the No Project/Existing General Plan Alternative can be accommodated by the responsible public agencies and contract providers with the exception of solid waste disposal capacity. The City's standard conditions ensure proper coordination with the appropriate service providers. The forecasted increases in service demand, for either the proposed project or the No Project/Existing General Plan Alternative, would result in a significant impact to public services and utilities for impacts to solid waste disposal capacity in the County of Los Angeles, where there is insufficient permitted capacity within the existing system to provide for long-term disposal needs.

**Traffic.** The trip generation potential for Alternative 2 was based on the trip rates and equations found in the 6th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 1997]. ITE Land Use Code 110: General Light Industrial, 130: Industrial Park, and 820: Shopping Center were utilized in forecasting the trip generation potential of the two project alternatives (Alternatives 2 and 3).

Table 5.B presents a comparison of the traffic generation potential of the proposed project and Alternatives 2 and 3, which generate significantly more traffic than the proposed Long Beach Sports Park project.

Alternative 2 (General Light Industrial) represents the trip generation potential of the project site assuming it were developed with light industrial uses with a total floor area of 956,575 square feet (sf). As shown, the trip generation potential of this alternative amounts to 6,667 weekday daily trips, with 937 trips produced during the weekday PM peak commute hour. During the weekend, this project alternative is forecast to generate 1,263 weekend daily trips, with 134 trips generated during the Saturday PM peak hour. Comparison of these figures with that of the proposed project indicates that the Long Beach Sports Park project generates fewer trips during the weekday, but significantly more daily trips during the weekend.

Based on the greater number of weekday trips (especially during the PM peak commute hour), Alternative 2 would create substantially greater impacts on the surrounding street system when compared to the proposed project during weekday peak hours, which are the primary periods for which roadway and intersection design capacity is programmed. Although the proposed project

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<sup>1</sup> This is based on a comparison of project demand for potable and reclaimed water to water demand of the alternative.

**Table 5.B: Alternatives Analysis Project Traffic Generation Comparison**

Alternatives Project Description	WEEKDAY				WEEKEND DAY (SATURDAY)			
	Daily 2-Way	PM Peak Hour			Daily 2-Way	Midday Peak Hour		
		In	Out	Total		In	Out	Total
<b>PROPOSED PROJECT</b>								
<b>Youth Golf Center</b>								
Youth Golf Center (8 Tees & 3 Holes)	250	8	10	18	190	10	10	20
<b>Commercial Use</b>								
• Office (30,000 SF)	530	19	94	113	80	8	7	15
<b>Long Beach Sports Park</b>								
• Athletic Fields & Courts & Batting Cages	2,830	398	103	501	6,410	374	334	708
• Skate Park (23,000 sf)	360	34	21	55	560	29	26	55
Subtotal	3,190	432	124	556	6,970	403	360	763
<b>Long Beach Sports Park Total Trip Generation</b>	<b>3,970</b>	<b>459</b>	<b>228</b>	<b>687</b>	<b>7,240</b>	<b>421</b>	<b>377</b>	<b>798</b>
<b>ALTERNATIVE 2</b>								
• 110: General Light Industrial (956,575 sf)	6,667	115	823	937	1,263	67	67	134
<b>Alternative 2 Trip Generation Potential</b>	<b>6,667</b>	<b>115</b>	<b>823</b>	<b>937</b>	<b>1,263</b>	<b>67</b>	<b>67</b>	<b>134</b>
<b>Net Difference in Trips – Alternative #2 Compared to Project<sup>1</sup></b>	<b>+2,697</b>	<b>-344</b>	<b>+595</b>	<b>+250</b>	<b>-5,977</b>	<b>-354</b>	<b>-310</b>	<b>-664</b>
<b>ALTERNATIVE 3</b>								
130: Industrial Park (469,580 sf)	3,268	89	343	432	1,169	52	113	164
Internal Capture Adjustment <sup>2</sup>	-317	-13	-8	-21	---	---	---	---
Subtotal	2,951	76	335	411	1,169	52	113	164
820: Shopping Center (155,250 sf)	9,045	404	436	840	12,055	604	557	1,161
Internal Capture Adjustment <sup>2</sup>	-317	-8	-13	-21	---	---	---	---
Subtotal	8,728	396	423	819	12,055	604	557	1,161
Pass-by Adjustment <sup>3</sup>	-873	-135	-144	-279	---	---	---	---
Net Retail Trips	7,855	261	279	540	12,055	604	557	1,161
<b>Alternative 3 Net Trip Generation Potential</b>	<b>10,806</b>	<b>337</b>	<b>614</b>	<b>951</b>	<b>13,224</b>	<b>656</b>	<b>670</b>	<b>1,325</b>
<b>Net Difference in Trips – Alternative #3 Compared to Project<sup>1</sup></b>	<b>+6,836</b>	<b>-122</b>	<b>+386</b>	<b>+264</b>	<b>+5,984</b>	<b>+235</b>	<b>+293</b>	<b>+527</b>

Source: *Trip Generation*, 6th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (1997). Prepared by LLG.

<sup>1</sup> “+” indicates that the Alternative results in more trips than the proposed project; “-” indicates that the Alternative results in fewer trips than the proposed project.

<sup>2</sup> Source: Internal Capture rates were estimated based on the methodology outlines in *Chapter 7 – Multi-Use Development of Trip Generation Handbook* published by ITE, October 1998.

<sup>3</sup> Pass-By Trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets, which contain direct access to the generator. A pass-by reduction factor of 34% was used for the PM peak hour. The PM peak hour pass-by percentage (T) was calculated based on the following equation:  $LN(T) = -0.291 LN(X) + 5.001$ , where X = gross leasable area (Source: *Trip Generation Handbook*, ITE October 1998). Daily pass-by percentages are estimated to be 10% for above referenced land uses.

generates significantly more trips during the weekend (Saturday) than Alternative 2, the Long Beach Sports Park's traffic impacts are mitigated through implementation of recommended improvements. (See Section 4.9 for description of mitigation measures.) Therefore, Alternative 2 has substantially greater traffic-related impacts as compared to the proposed project, and could generate a potentially significant impact.

Long Beach Transit also provides bus transit service to the site. The demand for public transit would likely be greater with this alternative than with the proposed project as a result of commuter transit trips associated with increased employee numbers.

**Air Quality.** Alternative 2 would generate construction emissions similar to the proposed project, since a similar quantity of earth movement would be necessary to create building pads, parking lots, and detention areas. Alternative 2 would generate correspondingly greater mobile source emissions from traffic than those from the proposed project as a result of the higher traffic generation. Local CO emissions would likely be greater under this alternative, as the increased p.m. peak-hour trips would be expected to exacerbate delays and congestion at local intersections. Site grading would be required with earth movement quantities similar to the proposed project in order to create building pads, parking lots, and storm water detention areas. Therefore, this alternative would not eliminate or substantially reduce the significant construction air quality impacts of the project. Long-term operational impacts to regional and local air quality would be greater for Alternative 2.

**Noise.** Off-site vehicular noise corresponds largely to traffic levels, and would therefore be greater under this alternative compared to the proposed project. On-site vehicular and stationary source noise is not expected to result in a significant impact under any alternative, given the large site size and ability to contain most of the noise on site. Also, there are no sensitive receptors, such as residences or schools, along most of the periphery of the project. There are two cemeteries along the southern boundary of the project site; however, the medium industrial uses contemplated under Alternative 2 would not likely result in a significant noise impact to the cemeteries for several reasons. The southwest portion of the site is the most appropriate location for the detention basin, as that is where the outlet drainage pipe is located. Given the size and location of the storm water detention basin, approximately one half of the southern site boundary will have no active uses. Also, a grade difference between the two sites after site preparation creates a barrier for the transmission of noise from the project site to the cemeteries. Construction noise levels would be similar to the proposed project since a comparable amount demolition, grading, and construction activity would be required.

**Aesthetics.** The existing visual conditions on the site are generally characterized by oil well pumps, an eclectic mix of structures in various stages of repair and disrepair, undeveloped areas, and topographic variations. Development of the site would result in the removal of the visually degraded conditions that presently exist. Any new development would incorporate landscape measures that would minimize any potentially adverse effects on the visual character and quality of the project site.

This alternative would require extensive grading of the site similar to the proposed project. As a result, potential views of the site and from the site would be altered. The visual characteristics of an industrial/office complex would likely be similar to the aesthetics of the surrounding area, characterized by similar uses. Most of the project site is currently owned by the City of Long Beach, and portions are subject to tenant lease agreements and surface easements for well access. The site is fenced and posted “No Trespassing.” Therefore, the project site is not currently legally accessible to the public, so the loss of views from the site is not considered a significant impact. For both the proposed project and this alternative, it is anticipated that the parking lots will be accessible to the public and will not charge a fee; therefore, views of downtown, the port, and other distant features would become more accessible to the public. Therefore, similar to the proposed project, impacts to aesthetics would not be considered significant and are determined to be similar compared to the proposed project.

**Public Health and Safety.** A Soils Management Plan would be required for any project that requires site grading. As this alternative envisions buildings on site to house manufacturing, processing, packing, assembly, and other similar activities, and the project site is an oil field, it is reasonable to expect the buildings will require, at the very least, passive remediation systems for methane and possibly hydrogen sulfide emissions. The proposed project has a limited number of buildings located on those areas of the site where historic methane assessments have indicated concentrations of methane in the subsurface do not warrant remediation. Therefore, the overall health risk impacts of this alternative may be significantly greater than the proposed project. It is presumed that economically productive oil wells would continue to operate in this scenario. Oil well mitigation and building setbacks would be required in conformance with the California Fire Code, similar to the proposed project.

**Conclusion.** The No Project/Existing General Plan Alternative does not meet the project objectives associated with increasing recreation opportunities in the City by developing a sports park and a youth golf facility. The recreation objectives contained in the City’s Open Space and Recreation Element, the Department of Park, Recreation, and Marine’s Departmental Strategic Plan, and the Long Beach Strategic Plan 2010 would not be furthered. The objective of redeveloping the project site and removal of blighting conditions would be implemented.

The No Project/Existing General Plan Alternative would result in the same significant impacts associated with the proposed project with regard to construction-related air quality impacts and the loss of the historic context of the site relative to the SHPI/Lomita Gasoline Company office building. It would be feasible, however, to develop this alternative without demolishing the historic compressor building, thereby avoiding a significant impact of the proposed project. This alternative would result in increased impacts for traffic, operational air quality, and noise compared with the proposed project.

### 5.5.3 Alternative 3—Retail/Industrial/Office

**Alternative 3: Retail, Light Industrial, and Office Mixed Use.** This alternative evaluates the impacts of a mixed-use development featuring a large-scale commercial development such as a discount chain retail store or home improvement store (“big box” retail), with the remainder of the project area assumed to be developed with a light industrial park complex, based upon the

development standards established in the Light Industrial (IL) zone. Development assumptions utilized for the portion of the site area assumed to be developed for commercial purposes are based upon characteristics of the recently constructed WalMart in the Towne Center development located at Carson and I-605 Freeway in the City of Long Beach.

This alternative assumes the development of 160,000 gross square feet of retail space on roughly 16 net acres in the southeast section of the project site. The commercial development is assumed to incorporate approximately 110,000 in a “big box” retail store, with 20,000 gross square feet of related garden center and 30,000 gross square feet of compatible ancillary retail uses such as specialty shops and food establishments. Approximately 640 parking spaces would be required for the retail uses.

The remainder of the net developable site area (approximately 19.6 acres of the total estimated 36.6-acre net developable area) is assumed to be developed in light industrial uses consistent with the IL zone. (See Alternative 2 for the explanation of net acreage calculation.) Industrial development is consistent with the existing zoning of the site and the surrounding land uses. Also, there are a number of “big box” retail stores currently operating or planned in the City of Signal Hill and within the general vicinity of the site; therefore, the project site environs may not be able to support a full 43.1 (net) acres of commercial uses (in a combination of “big box” retail and strip commercial).

The IL zone has a 55 percent maximum site coverage and also allows 25 percent of the gross floor area to be devoted to accessory office uses for industrial tenant spaces greater than 5,000 square feet and 45 percent office uses in industrial tenant spaces less than 5,000 square feet in size. For purposes of this analysis, the allocated accessory office space is estimated on the basis of an assumed 50/50 split in small and large tenant industrial space. It is assumed that the area necessary to satisfy the parking requirements listed above is inherently incorporated in the City’s specification of maximum site coverage and that no additional allowance needs to be made. Based on these assumptions and standards, the following development scenario can be estimated for this portion of the project site:

1. Large Tenant Light Industrial Space (over 5,000 sq. ft.): approximately 176,090 sq. ft. Accessory Office Space: approximately 58,700 sq. ft. on 9.8 net acres
2. Small Tenant Light Industrial Space (under 5,000 sq. ft.): approximately 129,135 sq. ft. Accessory Office Space: 105,655 sq. ft. on 9.8 net acres

**Total Net Site Development:**

164,355 sq. ft. of Office Space  
305,225 sq. ft. of Industrial Space  
155,250 sq. ft. of Commercial/Retail Space  
624, 830 sq. ft. Total Retail, Light Industrial, and Office Mixed-Use

0.39 Net FAR

Please see Figure 5.5, Alternative 3 Concept. Alternative 3 assumes that retail uses would be clustered at the corner of Spring Street and California Avenue because of good street visibility and at a signalized intersection with 28th Street to facilitate ingress and egress for the “big box” use. The

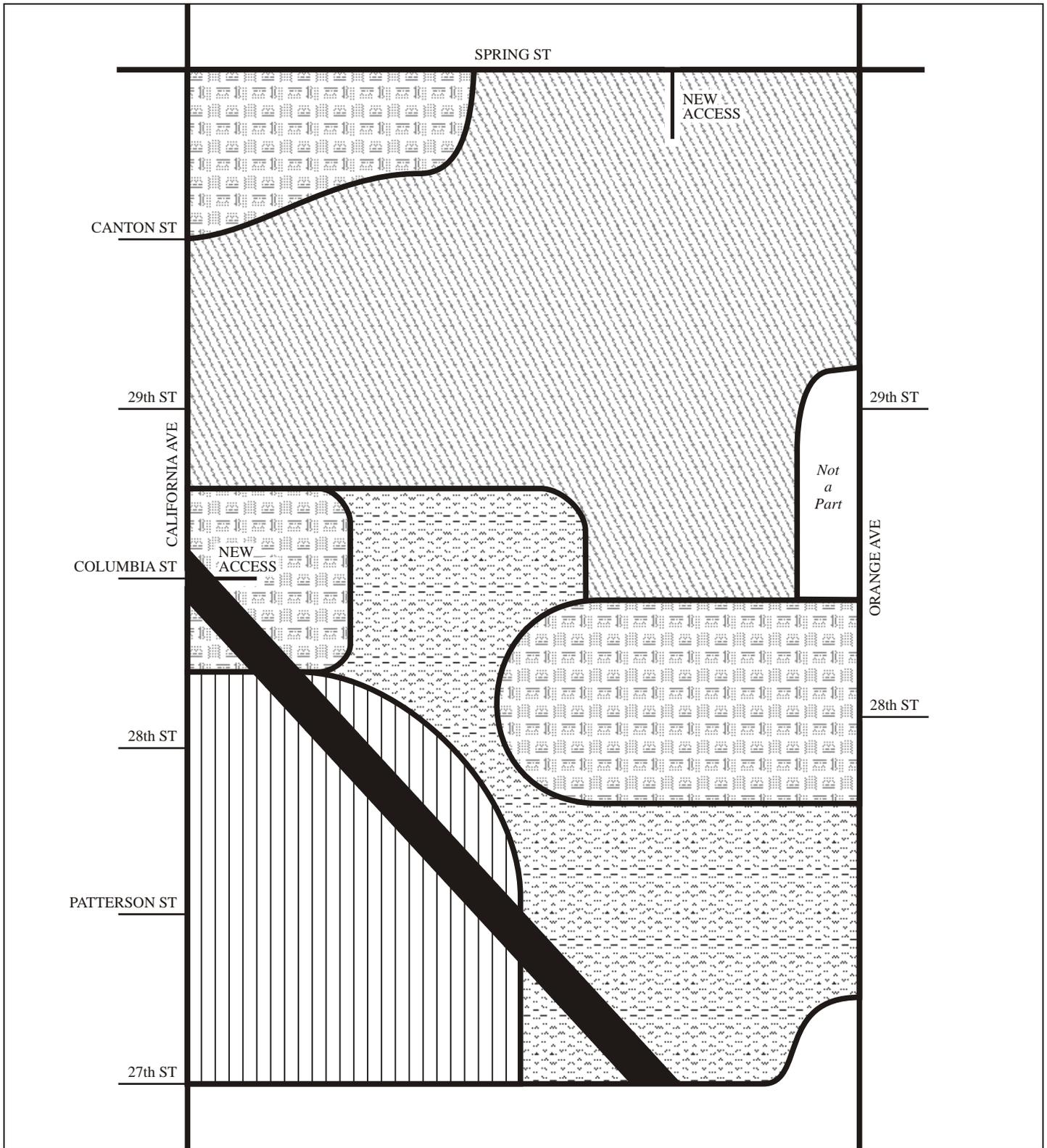


FIGURE 5.5

LSA



- |  |  |
|--|--|
|  STORMWATER<br>DETENTION AREA |  RETAIL/<br>COMMERCIAL        |
|  GENERAL<br>INDUSTRIAL        |  CHERRY HILL<br>FAULT SETBACK |
|  OFFICE                       |  |

NO SCALE

*Long Beach Sports Park*  
Alternative 3 Concept  
Retail, Light Industrial  
and Mixed Office Use

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concept for this alternative also provides for an additional commercial/retail site at Columbia and California Avenue to provide food establishments and retail businesses that would be supported largely by the lunch-trade of employees in the nearby industrial/employment uses. The concept for this alternative also provides for a business park use behind and around the retail uses in the south half of the site, and general industrial uses for most of the north half of the site.

**Attainment of Project Objectives.** The Retail/Industrial/Office Alternative does not meet the project objectives associated with developing a sports park, including the creation of recreational open space and providing community sports and recreational facilities on a site centrally located in the City. This alternative also does not further the project objective of providing a youth golf facility. The recreation objectives contained in the City's Open Space and Recreation Element, the Department of Park, Recreation, and Marine's Departmental Strategic Plan, and the Long Beach Strategic Plan 2010 would not be furthered. The objectives of redevelopment of the site and removal of blight would be implemented.

Alternative 3 would be consistent with the project objective of redeveloping the site in a manner that is consistent with the continued operation of oil extraction activities.

### **Environmental Analysis.**

**Land Use.** The Retail/Industrial/Office Alternative will result in the conversion of the project site from its current vacant condition to a developed/urbanized condition. The retail/industrial/office space complex considered in this alternative would be generally consistent with the surrounding land use patterns in the Cities of Signal Hill and Long Beach, which is characterized by light and heavy industrial uses and commercial uses.

A General Plan Amendment and rezoning would be required to authorize the "big box" retail use. The City's objectives of providing a sports park to relieve league sports pressure on local parks would not be achieved.

**Hydrology and Water Quality.** Development of the project site under Alternative 3 would require a surface runoff drainage and detention system, as does the proposed project. The design of a system for the retail/industrial/office development would also be required to meet City engineering standards and conditions of approval, similar to the proposed project. This alternative would affect the existing drainage conditions in approximately the same way that the proposed retail center would. No discernable difference in effects on surface hydrology would take place with this alternative with the exception that this alternative would require a larger detention basin to protect downstream properties from substantially higher peak stormwater flows due to the increase in impervious surfaces (parking and building coverage).

Water quality effects of the industrial development would also be similar to the proposed project. Urban development of the site, whether commercial recreation or industrial, would generate new surface pollutants as a result of vehicular by-products such as oils and grease, and urban uses would use typical chemicals for cleaning. Both the proposed project and industrial use would be

required to prepare a Water Quality Management Plan and comply with the National Pollution Discharge Elimination System (NPDES) storm water permit process. Single ownership of the site as proposed under the project conditions would facilitate the identification and control of fertilizers and pesticides used on site, which would not be as likely with the potential individual ownership of industrial buildings or building clusters. Overall, however, the difference in the relative contribution of these water quality constituents after required treatment between this alternative and the proposed project would be indiscernible.

Both the Retail/Industrial/Office Alternative and the proposed project will result in development of the whole site as a project requiring similar urban infrastructure. Therefore, this alternative creates similar hydrology and water quality impacts compared to the proposed project.

**Biological Resources.** This alternative would require extensive grading of the site similar to the proposed project due to the need to mass grade the entire site to prepare development pads and the stormwater drainage system. As a result, impacts to the existing wetlands and loggerhead shrike habitat would not be avoided.

**Cultural Resources.** This alternative would require extensive grading of the site similar to the proposed project. As a result, potential impacts to archaeological and paleontological resources, and the impact to the context for the historic SHPI/Lomita Gasoline Company office building, would not be avoided. It would be feasible, however, to develop this alternative without demolishing the historic compressor building, although there is no mechanism in place currently that would ensure the preservation of the structure in the long-term. There may be “attractive nuisance” impacts of maintaining the compressor building in its current state. (See Section 5.3 of this EIR.) It should be noted that the compressor building is not a designated local landmark, and avoiding its demolition in the short-term would not necessarily ensure its preservation in the long-term.

**Public Services and Utilities.** The Retail/Industrial/Office Alternative has been compared to the proposed project with regard to demand for public services and utilities. The industrial and commercial uses would utilize more electricity and natural gas and less domestic water than the proposed project. The need for sewer service and waste disposal capacity is greater than the proposed project.

There are a number of public agencies and contract providers serving the project area. It is anticipated that the increased demand for service generated by either the proposed project or the Retail/Industrial/Office Alternative can be accommodated by the responsible public agencies and contract providers with the exception of solid waste disposal capacity. The City’s standard conditions ensure proper coordination with the appropriate service providers. The forecasted increases in service demand, for either the proposed project or the Retail/Industrial/Office Alternative, would not result in a significant impact to public services or utilities other than the provision of solid waste disposal capacity. This significant impact exists because there is currently insufficient capacity within the system to provide for the long-term disposal needs of the County of Los Angeles.

**Traffic.** The trip generation potential for Alternative 3 was based on the trip rates and equations found in the 6th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 1997]. ITE Land Use Code 110: General Light Industrial, 130: Industrial Park, and 820: Shopping Center were utilized in forecasting the trip generation potential of the two project alternatives (Alternatives 2 and 3).

Table 5.B presents a comparison of the traffic generation potential of the proposed project and the two proposed project alternatives. Alternative 3 generates significantly more traffic than the proposed Long Beach Sports Park project.

Alternative 3 (Retail, Light Industrial, and Office Mixed Use) assumes the development of approximately 155,250 sf of retail space and 469,580 sf of industrial park uses. The trip generation potential of Alternative 3 amounts to 10,806 weekday daily trips, with 951 trips produced in the weekday PM peak commute hour; the weekend trip generation potential for this alternative totals 13,224 daily trips, with 1,325 trips generated during the Saturday PM peak hour. Comparison of these figures with that of the proposed project indicates the Long Beach Sports Park project generates less traffic during a “typical” weekday and weekend (Saturday). Further, it can be concluded that the Retail, Light Industrial and Office Mixed Use Alternative would create greater impacts on the surrounding street system than the proposed Long Beach Sports Park project.

Long Beach Transit provides bus transit service to the site. The demand for public transit could be higher with this alternative than with the proposed project, particularly for site employees who are able to use transit for commuting purposes.

**Air Quality.** Alternative 3 would generate similar construction emissions compared with the proposed project, since a similar quantity of earth movement would be necessary to create building pads, parking lots, and detention areas. Alternative 3 would generate correspondingly greater mobile source emissions from traffic than those from the proposed project as a result of the higher traffic generation. Local CO emissions would likely be greater under this alternative, as the increased p.m. peak-hour trips would be expected to exacerbate delays and congestion at local intersections. Site grading would be required, with earth movement quantities similar to the proposed project, in order to create building pads, parking lots, and storm water detention areas. Therefore, this alternative would not eliminate or substantially reduce the significant construction air quality impacts of the project.

**Noise.** Off-site vehicular noise corresponds largely to traffic levels and would therefore be greater under this alternative compared to the proposed project. On-site vehicular and stationary source noise is not expected to result in a significant impact under any alternative, given the large site size and its ability to contain most of the noise on-site. Also, there are no sensitive receptors, such as residences or schools, along most of the periphery of the project. There are two cemeteries along the southern boundary of the project site; however, the retail, industrial and office uses contemplated under Alternative 3 would not likely result in a significant noise impact to the

cemeteries for several reasons. The southwest portion of the site is the most appropriate location for the detention basin, as that is where the outlet drainage pipe is located. Given the size of the detention basin, approximately one half of the southern site boundary will have no active uses. Also, a grade difference between the two sites after site preparation creates a barrier for the transmission of noise from the project site to the cemeteries. Construction noise levels would be similar to the proposed project, since a comparable amount of demolition, grading, and construction would be required.

**Aesthetics.** The existing visual conditions on the site are generally characterized by oil well pumps, an eclectic mix of structures in various stages of repair and disrepair, undeveloped areas, and topographic variations. Development of the site would result in the removal of the visually degraded conditions that presently exist. Any new development would incorporate landscape measures that would minimize any potentially adverse effects on the visual character and quality of the project site.

This alternative would require extensive grading of the site, much as the proposed project would. As a result, potential views of the site and from the site would be altered. The visual characteristics of a retail/industrial/office complex would likely be similar to the aesthetics of the surrounding area, characterized by similar uses. The project site is not currently legally accessible to the public, so the loss of views from the site is not considered a significant impact. For both the proposed project and this alternative, it is anticipated that the parking lots will be accessible to the public and will not charge a fee; therefore, views of downtown, the port, and other distant features would become more accessible to the public. Therefore, similar to the proposed project, impacts to aesthetics would not be considered significant and are determined to be similar compared to the proposed project.

**Public Health and Safety.** A Soils Management Plan would be required for any project that requires site grading. As this alternative envisions buildings on site to house a large-scale commercial development such as a “big box” retail store, with the remainder of the project area assumed to be developed with a light industrial park complex, and the project site is an oil field, it is reasonable to expect the buildings will require, at the very least, passive remediation systems for methane and possibly hydrogen sulfide emissions. The proposed project has a limited number of buildings located on those areas of the site where historic methane assessments have indicated concentrations of methane in the subsurface do not warrant remediation. Therefore, the overall health risk impacts of this alternative may be significantly greater than the proposed project. It is presumed that economically productive oil wells would continue to operate in this scenario. Oil well mitigation and building setbacks would be required in conformance with the California Fire Code, much as for the proposed project.

**Conclusion.** This Retail, Light Industrial, and Office Mixed Use Alternative does not meet the project objectives associated with increasing recreation opportunities in the City by developing a sports park and a youth golf facility. The recreation objectives contained in the City’s Open Space and Recreation Element, the Department of Park, Recreation, and Marine’s Departmental Strategic Plan, and the

Long Beach Strategic Plan 2010 would not be furthered. The objective of redeveloping the project site and removal of blighted conditions would be implemented.

It would be feasible to implement this alternative without demolishing the historic compressor building. Therefore, Alternative 3 would not result in the significant impact associated with the proposed project with regard to the demolition of the compressor building, although there is no mechanism in place to ensure long-term preservation of the building under any development scenario. The significant project impacts related to construction air quality and the loss of the historic context of the site relative to the SHPI/Lomita Gasoline Company office building would not be avoided under this alternative. This alternative would result in increased impacts for traffic, operational air quality, and noise, compared with the proposed project.

#### **5.5.4 Alternative 4—Off-Site Alternatives**

**Alternative 4: Alternative Location.** Section 15126(f)(2)(A) of the CEQA Guidelines describes the “key questions and first step in analysis” as “whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location.” Further, only locations “that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.” The significant effects of the proposed project include air quality impacts, cumulative effects to solid waste disposal, and impacts to historic and biological resources. Significant traffic impacts can be mitigated to below a level of significance; however, not all of the mitigation measures are within the control and jurisdiction of the City of Long Beach.

The principal component of this project is an operationally self-sufficient Sports Park, which is also the most distinctive aspect of the proposed project; therefore, its requirements with regard to site size, location, and physical characteristics were used to guide consideration of alternative site locations. The minimum site size for the Sports Park is 35 acres, as described below. The youth golf facility could be located on a site ranging from 10 to 15 acres in size. The commercial/office use included in the proposed project could be located on any appropriately zoned site of approximately 2.5 acres or more within the City of Long Beach.

The proposed Sports Park utilizes approximately 46 acres of the proposed project site and provides baseball/softball and soccer fields, volleyball courts, batting cages, and a skate park. A smaller but still economically viable pay-for-play facility could be built on a site as small as 25 acres. (Source: Don Weber, Big League Dreams Inc.) However, use of a smaller site would necessitate the elimination of the soccer fields and would preclude development of the youth golf facilities currently included in the proposed project. The provision of soccer fields, however, is key to meeting the City’s objectives as articulated in 2002 Open Space and Recreation Element of the City of Long Beach General Plan and in the 2002 Department of Parks, Recreation and Marine Strategic Plans. Therefore, a 35-acre site is the minimum needed for the sports park to be both economically self-sufficient and to meet the identified community needs by incorporating soccer fields. Therefore, a minimum site size of 35 acres was used for purposes of identifying alternative sites.

As described above, while a 35-acre site would not meet all of the project objectives specified in Chapter 2 of this EIR (e.g., fewer sports facilities could be accommodated on a smaller site), 35 acres was selected as a minimum threshold size for alternative sites given documented needs for sports

facilities, the objective of operating a self-sufficient sports facility, and the largely urbanized nature of Long Beach and the scarcity of large parcels available for development.

The City of Long Beach is nearly built out, with little vacant land available for development. The General Plan and aerial photographs were used in order to identify potential alternative sites for the proposed project within the City limits. The City of Long Beach "Disposition of Vacant Land" map (Summer 2001) was also reviewed (Figure 5.6). This map identifies 11 sites, one of which is the project site (labeled the "California Bowl"). Plans are currently underway for development entitlements and marketing for several of the identified sites, including the Alamitos Ridge proposed residential development (labeled "The Boneyard" on the map), the Pike/Tidelands property in downtown Long Beach, and the City Place mall redevelopment site in downtown. Other identified sites were not appropriately located to serve as a sports park, including the Terminal Island site, which is located in the heart of the Port of Long Beach and inconvenient for sports park patrons. Some sites were too small, including the "Dominguez Gap" site at 16 acres, the "Memorial Heights" site at nearly 19 acres, and the "Westside Industrial" site at almost 13 acres. See Table 5.C for more information.

In conclusion, 11 vacant sites were screened as potential alternative sites for the proposed Sports Park. Nine were eliminated based on inadequate size, inappropriate location, or development plans already underway. At the direction of the City Planning staff, two potential alternative sites were examined more closely: the Hughes Industrial site and the Los Cerritos Wetlands site. In addition, participants in the scoping meeting for the proposed project suggested that the PacifiCenter/Douglas Park<sup>1</sup> site be considered as an alternative site.

The Boeing Douglas Park site is the location of former Boeing C-1 aircraft production facilities that are currently undergoing phased closure. The Cities of Long Beach and Lakewood are currently considering a proposed redevelopment of the 260-acre site adjacent to the Long Beach Airport.

The City has identified several site location criteria that are necessary in order to successfully operate a pay-for-play sports facility:

- Freeway visibility and/or access
- Arterial roadway access
- Site availability to the City
- Strategic location in central Long Beach to be reasonably convenient to all residential areas in the City (central location is Project Objective No. 3)

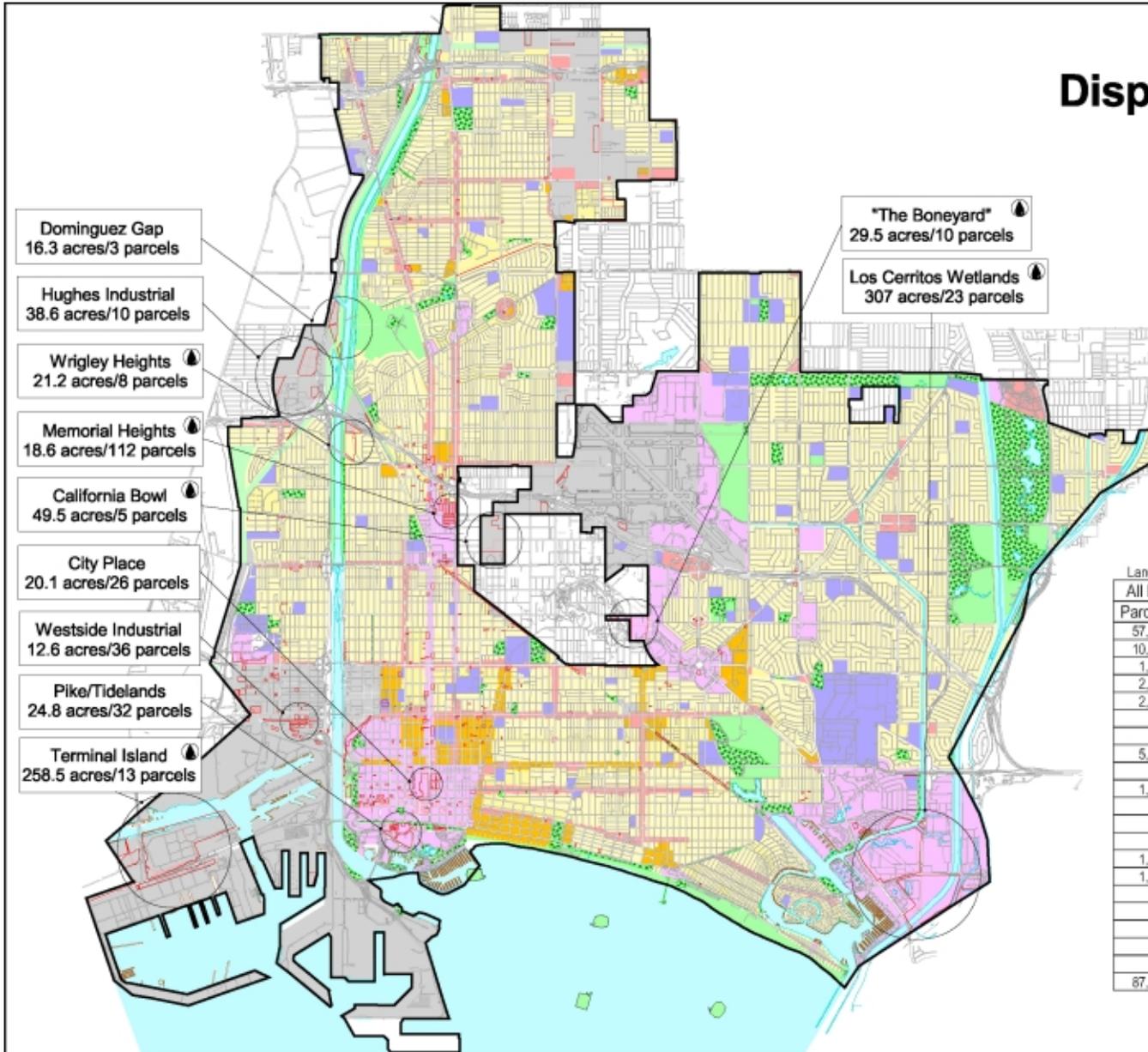
The proposed project site is approximately one-quarter mile from I-405, is bound by three arterial streets, and the majority of the site is in City ownership or under negotiation for City ownership. The project site meets all of the above selection criteria.

Based on the methodology described above, three sites have been identified and are reviewed in this section that could potentially accommodate the key components of the proposed project. The alternative sites are:

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<sup>1</sup> The proposed PacifiCenter project has been renamed "Douglas Park" (May 2004).

# City of Long Beach Disposition of Vacant Land Summer 2001



- Vacant Parcel or Cluster of Parcels
  - Designated City Park
  - Known current or former Oil activity (Major vacant property clusters only)
- See chart below for land use color coding

### Generalized Land Use – All Land

Category	(Land Use Districts)	Acres	%
Residential	(1,2,3A,3B,4,5,6)	11,229	33.2%
Commercial	(8,8A,8M,8N,8P,8R)	1,069	3.2%
Industrial	(9G,9R)	1,664	4.9%
Mixed Use	(7)	3,126	9.2%
Institutional	(10)	1,516	4.5%
Open Space	(11)	2,851	8.4%
Airport/Port	(12)	3,482	10.3%
Private R-O-W	(13)	358	1.1%
Public R-O-W	N/A	8,530	25.2%
<b>City Total</b>		<b>33,825</b>	<b>100.0%</b>

### Land areas by specific Land Use Districts (Excluding public right-of-ways)

All Properties		General Plan	Vacant Properties		% Acres Vacant of City-wide
Parcels	Acres	Land Use District	Parcels	Acres	
57,728	8,438	1	107	44.0	0.5%
10,384	1,307	2	23	4.5	0.3%
1,644	284	3A	12	5.8	2.1%
2,831	632	3B	21	2.8	0.5%
2,342	495	4	25	5.2	1.0%
244	42	5	10	1.4	3.4%
95	31	6	1	0.1	0.5%
5,091	3,126	7	384	448.3	14.3%
228	182	8	10	2.1	1.1%
1,221	295	8A	39	6.3	2.1%
750	139	8M	13	4.7	3.4%
465	196	8N	14	2.0	1.0%
458	80	8P	2	0.5	0.7%
1,144	177	8R	9	1.7	0.9%
1,686	1,372	9G	133	150.5	11.0%
228	292	9R	15	26.4	9.1%
270	1,516	10	2	2.4	0.2%
406	2,851	11	15	18.0	0.6%
297	3,482	12	56	280.8	8.1%
175	358	13	8	7.4	2.1%
<b>87,687</b>	<b>25,295</b>	<b>Totals</b>	<b>899</b>	<b>1,014.9</b>	<b>4.0%</b>

August 6, 2001  
Made with Base Analysis Data by:  
Research & Analysis Unit  
Advance Planning Division  
Department of Planning & Building

L S A



FIGURE 5.6

Long Beach Sports Park  
Disposition of Vacant Land

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**Table 5.C: Vacant Land**

<b>Site</b>	<b>Number of Parcels</b>	<b>Acres (Estimate)</b>	<b>Suitability</b>
Dominguez Gap	3	16.3	Site size inadequate for a sports park
Hughes Industrial	10	38.6	Considered as a potential alternative site
Wrigley Heights	8	21.2	Site size inadequate for a sports park
Memorial Heights	112	18.6	Site size inadequate for a sports park
California Bowl	5	49.5	Project Site
City Place	26	20.1	Redevelopment project has been completed and the site is no longer available
Westside Industrial	36	12.6	Site size inadequate for a sports park; location is not convenient to sports park patrons
Pike/Tidelands	32	24.8	Redevelopment project has been completed and the site is no longer available
Terminal Island	13	258.5	Location is not convenient to sports park patrons. Located in the Port of Long Beach
The Boneyard	10	29.5	Development plans already underway for the site (approved Alamitos Ridge Residential Development)
Los Cerritos Wetlands	23	307	Considered as a potential alternative site; however, site development is subject to Coastal Commission approval.

Source: "Disposition of Vacant Land" Map (Summer 2001).

- Hughes Industrial Area: a 25-acre site within an existing industrial park
- Los Cerritos Wetlands: a 263-acre site on either side of Westminster Avenue that includes coastal wetlands
- Boeing Douglas Park: the 238-acre portion of the proposed 260-acre site that is located within the City of Long Beach

These off-site alternatives are assessed below. The three sites are identified in Figure 5.7.

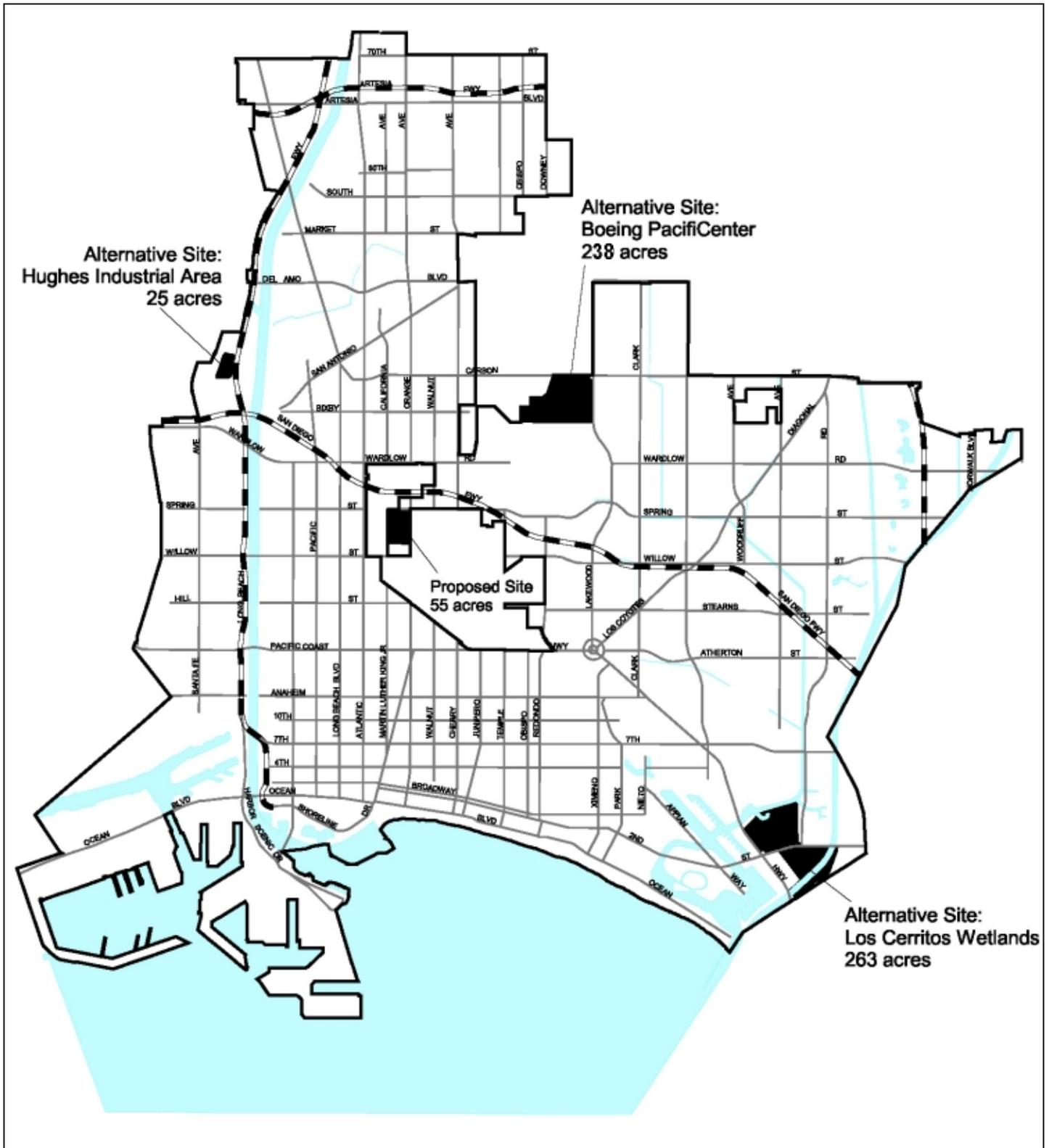
**Hughes Industrial Site.** There are a total of ten vacant parcels in the Hughes Industrial Park, of which five are contiguous and total approximately 25 acres in size. The site is located internal to an existing industrial park development. The City of Long Beach does not own any portion of this site. The project site is located within Planned Development (PD) 26 and is zoned for light industrial uses. The General Plan also designates this site Land Use District (LUD) 9G, General Industrial. A Zone Change and General Plan Amendment would be required to allow a commercial sports park. While the proposed use would be incongruous with the surrounding industrial park uses, it is anticipated that the effects of a sports park, such as noise, on the adjacent industrial park uses would not be considered significant. The visual infringement of a sports park in an industrial park setting may be considered adverse by some of the current industrial park tenants.

The site has good freeway access from the I-405 and the I-710. Peak traffic times for the Sports Park would complement rather than coincide with those of the industrial uses. The traffic patterns for the industrial uses would be the typical Monday through Friday a.m. and p.m. peak travel hours for commuting purposes. The peak traffic periods for the Sports Park would be noon on the weekends, with trips also occurring in late afternoons and on weekday evenings.

The Hughes Industrial site is inadequate in size to meet the City's objective of operating an economically self-sustaining sports park that include soccer fields, since the minimum site size to achieve these objectives is 35 acres. Given the site's other attributes, however, particularly freeway access/visibility, it was considered for further evaluation as an alternative site.

**Location Criteria.** The Hughes Industrial site is located near two major freeways, I-405 and I-710. Therefore, the Hughes Industrial site location is consistent with the location criteria of freeway visibility and/or access. The interior roadways of the industrial park are not arterial streets, and the Hughes Industrial site is not owned or managed by the City of Long Beach. Therefore, the Hughes Industrial site does not meet the location criteria of arterial roadway access and site availability to the City. The Hughes Industrial site is located north of I-405 in North Long Beach and is not centrally located.

**Project Objectives.** Development of the Hughes Industrial site with a sports park use would have some of the same recreation benefits as the proposed project location, although the site is not centrally located in the City of Long Beach and there is insufficient area to provide for soccer and youth golf training. Therefore, development of the Hughes Industrial site with a sports park use would be consistent with the following project objectives:



LSA

FIGURE 5.7



NO SCALE

Source: City of Long Beach

Long Beach Sports Park  
Alternative Locations

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- Create additional recreational open space and pursue all appropriate available funding to enhance recreation opportunities (Open Space and Recreation Element, Open Space for Outdoor Recreation and Recreation Facilities, Policy 1).
- Give preference to children's sports leagues over adult sports leagues in neighborhood parks (Open Space and Recreation Element, Open Space for Outdoor Recreation and Recreation Facilities, Policy 12).

Development of the Hughes Industrial Park location with the Sports Park will not further the project objectives related to the provision of a minimum 35 acre sports park site providing centrally-located recreation uses, development of a youth golf center and soccer fields, and redevelopment of the blighted Spring/Orange site. The Hughes Industrial Park site is not consistent with the following project objectives:

- Develop a 35- to 40-acre operationally self-sufficient sports park to meet the documented demand for an adult and youth league sports facility, as reflected in the 2002 Open Space and Recreation Element of the City of Long Beach General Plan and the 2002 Department of Parks, Recreation, and Marine Strategic Plans.
- Develop a new sports park on City property at Spring Street and Orange Avenue. (Department of Parks, Recreation and Marine Strategic Plan, page 42).
- Promote and assist with the remediation of contaminated sites (Open Space and Recreation Element, Open Space for the Preservation of Natural Resources, Policy 4).
- Manage oil, water, and natural gas extracting site and operations to extend the life of these resources (Open Space and Recreation Element, Open Space for the Managed Projection of Resources, Policy 3).
- Maintain open space buffers adequate to keep property and lives safe from natural and manmade disasters within the City, including unstable soil areas, known active fault zones, low-lying flood-prone lands, airport flight paths, and areas of physical and noise contamination. (Open Space and Recreation Element, Open Space for Public Health and Safety, Policy).
- Increase youth engagement in productive activities (Long Beach Strategic Plan 2010, Our Children and Schools, Policy 5)
- Minimize costs to the City by developing the commercial Sports Park on a site that does not result in excessive site acquisition costs to the City, with minimal demolition and tenant relocation costs.
- Provide community sports and recreational facilities on a site centrally located within the City.
- Provide an appropriately sized area for a youth golf facility that will provide training in basic golf skills to young people who might not otherwise have the exposure and opportunity to play golf, combined with a development center that provides academic support through after-school programs and resources.
- Redevelop a blighted site characterized by multiple development constraints (soils impacted with chemicals associated with oil field activities, geologic fault, oil operations, etc.) with an economically viable and attractive use.

- Promote compatibility of the proposed development with future operation of oil facilities and operations, consistent with provisions of Chapter 12 of the Long Beach Municipal Code, entitled "Oil Code."
- Improve public infrastructure on and near the project site, including adjacent roadways.
- Enhance the economic vitality of the City of Long Beach through redevelopment of this underutilized property.

**Development Constraints.** The Hughes Industrial Center is planned and zoned for industrial use. As with the proposed project, a General Plan Amendment and Planned Development (PD) Amendment would be required in order to allow a commercial sports park within the industrial park. The industrial park is a comprehensively managed research and development/employment/light industrial center, and the owner, manager, and current business tenants may not chose to have a pay-for-play recreation use within its boundaries. The Sports Park use would also likely require a change to the deed restrictions. The Hughes Industrial location does not meet the project objectives of developing a centrally located site within the City of Long Beach to provide for soccer and youth golf. This location is not within the City's ownership or control, and does not meet the objective of minimizing costs to the City by developing the commercial Sports Park on a site that does not result in property condemnation and excessive site acquisition costs to the City.

**Los Cerritos Wetlands Site.** The Los Cerritos Wetlands are located on three sites located north and south of Westminster Avenue at Studebaker Road. The first site is bound by Studebaker Road, the Los Cerritos Channel, Pacific Coast Highway, and Westminster Avenue. The second wetlands site is bound by Westminster Avenue and the Haynes Water Intake Channel. The third site straddles the San Gabriel River and is located east of Pacific Coast Highway.

The majority of the property is owned by the Bixby Ranch Company, and currently there are active oil extraction activities on site. The City's adopted land use plan for the area where the wetlands are located, known as the Southeast Area Development and Improvement Plan (SEADIP) area, is also known as Planned Development – 1 (PD-1), adopted in 1977. The annexation agreement that was approved by the Long Beach City Council at the time a large portion of the site was annexed into the City (a portion was already within City limits) stipulated that the City support development of the site in accordance with SEADIP. The site was never developed, however. One of the constraints to the land transfer is continued oil extraction activities.

SEADIP provides planning guidance and zoning for this portion of the City. The area is within the Coastal Zone and is subject to the requirements of the California Coastal Act. The SEADIP plan area is not included within the City's Local Coastal Program; therefore, Coastal Development Permits (CDPs) are issued by the California Coastal Commission (and not by the City).

While the total wetlands site under Bixby Ranch ownership totals 263 acres, the area with actual development capability is much smaller and fragmented. SEADIP calls for wetlands restoration of the area south of the San Gabriel River; therefore, there is no development potential for this portion of the property. The SEADIP designation for the area north of Westminster Avenue is primarily wetlands and a Least Tern habitat and nesting area. SEADIP allows for residential development on a nearly 50-acre area north of Westminster Avenue, at a density of 15.3 residences per acre, for a total of 764

units. SEADIP permits business park uses for the site between Westminster Avenue and the San Gabriel River; however, any development proposal for the site would be subject to review and approval by the California Coastal Commission. The Coastal Act encourages use of sites on or near wetlands and on wetlands waters that are water dependent, such as wetlands restoration areas, marinas, and incidental public infrastructure. A sports park facility with baseball/softball fields, batting cages, and a skate park is not a water-dependent use and would not be consistent with the Coastal Act.

The annexation agreement that was approved by the Long Beach City Council at the time a large portion of the site was annexed into the City (a portion was already within City limits) stipulated that the City support development of the site in accordance with SEADIP. The Land Use Element of the General Plan also refers to the annexation, and states "Land Use District to be Assigned." The Land Use Element policies call for maintaining the existing low-density residential character of the SEADIP area.

The site has never been developed other than for oil production. An earlier proposal for a "big box" home improvement anchored commercial project was unsuccessful, in part due to cumulative traffic impacts on Pacific Coast Highway (Source: Telephone Conversation with Mr. Stuart Honeyman, Bixby Ranch Company, May 22, 2003). Also, there has been ongoing consideration of the area north of Westminster Avenue for wetlands mitigation banking, although no approved plans are currently in place.

In addition, there are operating oil wells scattered throughout the site. While there is no known evidence of soil contamination on site, there is a likelihood that soils may be impacted by crude oil as a result of oil extraction. Ground disturbance and fill occurred in the past as a result of oil extraction activities over many decades. As is the case for the project site, the wells, or surface rights, are owned separately from the fee title of the land. Any development must either accommodate the continued operation of the wells or involve the buyout of the currently productive wells so that they can be closed and abandoned to allow site development. In addition, the traffic impacts of any proposed development of the site must be considered, especially development that is not consistent with SEADIP, and that may require a General Plan and PD Amendment. PCH is currently experiencing high levels of traffic, and the level of service (LOS) at PCH and Second Street is LOS F.

**Location Criteria.** The Los Cerritos Wetlands site is located on three arterial streets. The site is approximately one and one-half miles from Interstate 405 (I-405), and does not have freeway visibility. I-405 can be accessed via Studebaker Road. The site has been made available for sale by the owner in the past; however, it remains in private ownership. Therefore, the wetlands site location is consistent with the location criterion of arterial roadway access, and is not consistent with the location criteria of freeway visibility and/or access and site availability to the City. The Los Cerritos wetlands are in the southeastern area of the City and are not centrally located.

**Project Objectives.** Development of the Los Cerritos Wetlands site with a sports park use would have some of the same recreation benefits as the proposed project location. The wetlands site and the project site are similar in that they both currently have active oil extraction activities and could be considered underutilized infill sites from an economic development perspective. It is

assumed that if the site were to be developed with a sports park, continuation of oil production would be accommodated. Therefore, development of the Los Cerritos Wetlands site with a sports park use would be consistent with the following project objectives:

- Create additional recreation open space and pursue all appropriate available funding to enhance recreation opportunities (Open Space and Recreation Element, Open Space for Outdoor Recreation and Recreation Facilities, Policy 1).
- Give preference to children's sports leagues over adult sports leagues in neighborhood parks (Open Space and Recreation Element, Open Space for Outdoor Recreation and Recreation Facilities, Policy 12).
- Redevelop a blighted site characterized by multiple development constraints (soils impacted with chemicals associated with oil field activities, geologic fault, oil operations, etc.) with an economically viable and attractive use.
- Promote compatibility of the proposed development with future operation of oil facilities and operations, consistent with provisions of Chapter 12 of the Long Beach Municipal Code, entitled "Oil Code."
- Enhance the economic vitality of the City of Long Beach through redevelopment of this underutilized property.
- Manage oil, water, and natural gas extracting site and operations to extend the life of these resources (Open Space and Recreation Element, Open Space for the Managed Projection of Resources, Policy 3).
- Increase youth engagement in productive activities (Long Beach Strategic Plan 2010, Our Children and Schools, Policy 5).

The Los Cerritos Wetland site is held in private ownership. The site is located in the southeast corner of the City in an area where streets are currently congested and there is little opportunity for roadway or intersection capacity improvements. Therefore, development of the Los Cerritos Wetlands site with a sports park use would not meet the stated project objectives to:

- Develop a new sports park on City property at Spring Street and Orange Avenue. (Department of Parks, Recreation, and Marine Strategic Plan, page 42).
- Promote and assist with the remediation of contaminated sites (Open Space and Recreation Element, Open Space for the Preservation of Natural Resources, Policy 4).
- Minimize costs to the City by developing the commercial Sports Park on a site that does not result in excessive site acquisition costs to the City, with minimal demolition and tenant relocation costs.
- Provide community sports and recreational facilities on a site centrally located within the City.
- Improve public infrastructure on and near the project site, including adjacent roadways.

**Development Constraints.** The primary constraint to development of the Los Cerritos Wetlands site with a sports park use is regulatory. The entire project site is located in the Coastal Zone and

is subject to the provisions of the California Coastal Act (Coastal Act). The California Coastal Commission has jurisdiction over the project area in the absence of a certified Local Coastal Program (LCP); therefore, the Coastal Commission has exclusive jurisdiction to issue a Coastal Development Permit (CDP) for the project.

The Coastal Act includes specific restrictions for development of coastal wetlands. Wetlands are defined as land where the water table is at, near, or above the land surface long enough to: (1) promote the formation of hydric soils, (2) support the growth of hydrophytes, or (3) where surface water or saturated substrate is present. The Los Cerritos Wetlands site, on both sides of Westminster Avenue, includes a patchwork quilt of areas characterized by hydrophitic vegetation and is therefore designated as wetlands by the Coastal Commission.

The Coastal Act limits the allowable fill and use of wetlands to several typically water-dependent uses, such as uses that allow public access to the coast or that provide water-oriented recreation activities that cannot readily be provided in inland locations. The eight permitted uses in a coastal wetlands are:

- New or expanded port, energy, and coastal dependent industrial facilities
- Maintenance or restoration of existing channels, basins, and boat-launching ramps
- Entrance channels for new or expanded boating facilities
- Boating facilities in open coastal waters
- Incidental public service uses
- Mineral extraction
- Wetlands or coastal resource restoration
- Nature study, aquaculture, or similar resource dependent activities

(Source: California Coastal Act, Section 30233)

A sports park facility is not an allowable use of wetlands by the Coastal Act, and the use of wetlands that would be necessary to assemble an area within the Los Cerritos Wetlands site suitable in size for a sports park would not be permitted. Therefore, this alternative site has been considered but rejected for further analysis.

**Boeing Douglas Park.** The Boeing Douglas Park site is the former location of Boeing C-1 aircraft production facilities that are currently undergoing phased closure. The City of Long Beach is currently considering proposed development of the 260-acre site adjacent to the Long Beach airport, of which 238 acres are located within the City of Long Beach and 23 acres are within the City of Lakewood. Adjacent arterial streets include Lakewood Boulevard and Carson Street. The proposed development includes replacement of over five million square feet of research and development, office, warehousing, manufacturing, and other aviation-related floor area with new research and development, light industrial, office, retail, hotel, residential, aviation-related, and ancillary uses. The maximum development capability of the proposed Boeing Douglas Park project is 3.3 million square feet of non-residential floor area, 1,400 residential units, and 400 hotel rooms.

Citizens at the scoping meeting for the proposed Sports Park project identified the Boeing Douglas Park site as an alternative site for the Sports Park project. There is a separate planning effort underway for the Boeing Douglas Park site, for which a Draft EIR was released in February 2004.

**Location Criteria.** The Boeing Douglas Park site is located on arterial streets. The site is in private ownership and is approximately 1.25 miles from I-405. It has good freeway access via Lakewood Boulevard and Cherry Avenue but limited freeway visibility. Therefore, the Boeing Douglas Park location is consistent with the location criteria of arterial roadway access and freeway access (although not as close to the freeway as the project site). Although the Boeing Douglas Park site is north of I-405, it is in the north-central geographic area of the City and could be considered centrally located. The Boeing Douglas Park site is not available to the City to develop. Since the property is not currently under City ownership, it is anticipated that acquisition cost would be prohibitively high.

**Project Objectives.** The Boeing Douglas Park site is located to the north of Long Beach Airport, in north-central Long Beach. Development of the Boeing Douglas Park site with a sports park use would have some of the same recreation and economic benefits as would development at the proposed project location. A soil and groundwater remediation program is presently being implemented at the project site in accordance with Cleanup and Abatement Order 95-048 issued by the California Regional Water Quality Control Board (Los Angeles Region). While the cessation of C-1 aircraft production has made the site available for redevelopment, the site has also been left in a blighted and contaminated condition. Extensive remediation of both groundwater and soils will be required prior to redevelopment. The site is held in private ownership. Therefore, development of the Boeing Douglas Park would be consistent with the following project objectives:

- Develop a 35- to 40-acre operationally self-sufficient sports park to meet the documented demand for an adult and youth league sports facility, as reflected in the 2002 Open Space and Recreation Element of the City of Long Beach General Plan and the 2002 Department of Parks, Recreation, and Marine Strategic Plans
- Create additional recreational open space and pursue all appropriate available funding to enhance recreation opportunities (Open Space and Recreation Element, Open Space for Outdoor Recreation and Recreation Facilities, Policy 1).
- Give preference to children's sports leagues over adult sports leagues in neighborhood parks (Open Space and Recreation Element, Open Space for Outdoor Recreation and Recreation Facilities, Policy 12).
- Promote and assist with the remediation of contaminated sites (Open Space and Recreation Element, Open Space for the Preservation of Natural Resources, Policy 4).
- Increase youth engagement in productive activities (Long Beach Strategic Plan 2010, Our Children and Schools, Policy 5).
- Provide community sports and recreational facilities on a site centrally located within the City.

- Provide an appropriately sized area for a youth golf facility that will provide training in basic golf skills to young people who might not otherwise have the exposure and opportunity to play golf, combined with a development center that provides academic support through after-school programs and resources.
- Redevelop a blighted site characterized by multiple development constraints (soils impacted with chemicals associated with oil field activities, geologic fault, oil operations, etc.) with an economically viable and attractive use.
- Improve public infrastructure on and near the project site, including adjacent roadways.
- Enhance the economic vitality of the City of Long Beach through redevelopment of this underutilized property.

Development of the Boeing Douglas Park site with a sports park use would not further the following project objectives:

- Develop a new sports park on City property at Spring Street and Orange Avenue. (Department of Parks, Recreation and Marine Strategic Plan, page 42).
- Manage oil, water, and natural gas extracting site and operations to extend the life of these resources (Open Space and Recreation Element, Open Space for the Managed Projection of Resources, Policy 3).
- Maintain open space buffers adequate to keep property and lives safe from natural and manmade disasters within the City, including unstable soil areas, known active fault zones, low-lying flood prone lands, airport flight paths, and areas of physical and noise contamination. (Open Space and Recreation Element , Open Space for Public Health and Safety, Policy).
- Minimize costs to the City by developing the commercial Sports Park on a site that does not result in excessive site acquisition costs to the City, with minimal demolition and tenant relocation costs.
- Promote compatibility of the proposed development with future operation of oil facilities and operations consistent with provisions of Chapter 12 of the Long Beach Municipal Code, entitled "Oil Code."

**Development Constraints.** The primary constraint to developing the Boeing Douglas Park site with a sports park use is the current planning effort and private ownership of the property, which has high value as a potential development site. A sports park may be permitted within the 29-acre area at Paramount Boulevard or the 83-acre area along Lakewood Boulevard that are proposed for commercial uses. Development constraints include the Runway Protection Zone for Runway 12-30, which overlaps and restricts development of the Paramount Boulevard site. Also, the Paramount Boulevard site is not within the City of Long Beach. Development of any portion of the Boeing Douglas Park site is not within the City's direct control, since the property is privately owned. While the City has the responsibility of discretionary approval to allow the proposed mixed-use development of the Boeing Douglas Park site, it does not control the development of the site and cannot require that a sports park be constructed. Also, the Boeing Douglas Park site will be developed over a 20-year period. The need for a commercial sports park facility in the

City has been documented for more than ten years, and it is the City's intent and desire to implement a sports park in the near-term future. Therefore, while it is possible that a commercial sports facility could be developed on the Boeing Douglas Park site, such development cannot be assured in either the short or long term. Therefore, this alternative site has been considered but rejected.

**Conclusion.** Table 5.D provides a summary comparison of location criteria and feasibility considerations for three potential alternative sites and the proposed project site. The Los Cerritos Wetlands site, while large in overall size, has insufficient contiguous area to allow development of a sports park. Both of the other two potential alternative sites meet some of the project objectives, including the recreation objectives of providing baseball/softball fields that are expected to attract adult league sports and free up some space in local community parks for youth sports.

None of the potential alternative sites meet the key project objective of minimizing costs to the City by developing the commercial Sports Park on a site that does not require excessive site acquisition costs. There are no vacant or underdeveloped sites in the City of Long Beach that are City-owned or under City negotiation and acquisition, with the exception of the proposed project site.

## 5.6 IDENTIFICATION OF ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Project/No Development Alternative would be environmentally superior to the proposed project on the basis of the physical impacts that would occur with the No Project/No Development Alternative. If there were no changes to the existing conditions on the site, there would be no increase in traffic, noise, or construction or operational air emissions. The existing historic compressor building would remain, as would the existing wetlands and shrike habitat.

The CEQA Guidelines require that if the environmentally superior alternative is the No Project Alternative, "the EIR also identify an environmentally superior alternative among the other alternatives" (CEQA Guidelines Section 15126.6(e)(2)). The Environmentally Superior Alternative, in terms of direct physical effects on the environment, is the No Project/Existing Zoning Alternative industrial development.

Development under the existing zoning would preclude the need for discretionary permits such as a General Plan Amendment, rezoning, or tentative parcel map. The historic compressor could either remain or be demolished under this alternative. Other impacts associated with the proposed project would not be reduced with industrial development of the site. For example, impacts to existing wetlands and shrike habitat would be the same as the proposed project. Industrial development is more likely to result in adverse peak hour traffic impacts to nearby streets and intersections when compared to the proposed project. Construction air emissions would be similar to those under the proposed project, and operational air emissions would be greater than the proposed project.

Table 5.E provides a comparison of key impacts of the alternatives. Each alternative has a different combination of effects that are similar to, greater than, or less than the proposed project. Table 5.F provides a comparison of the project alternatives and the significant adverse impacts of the proposed project.

**Table 5.D: Summary Table: Alternative Sites**

Site	Meets Project Objectives	Does Not Meet Project Objectives	Freeway Visibility and/or Access	Arterial Roadway Access	Site Owned by or Available to City	Major Issues
Project Site	Yes	N.A.	Yes	Yes	Yes	N.A.
Alternative 1/ Hughes Industrial Site	<ul style="list-style-type: none"> <li>Develop a sports park</li> <li>Increase City's overall recreation area</li> </ul>	<ul style="list-style-type: none"> <li>Insufficient area for golf and soccer</li> <li>Site not in City ownership/control</li> <li>Site not centrally located</li> <li>No site remediation</li> </ul>	Yes	No	No	
Alternative 2/ Los Cerritos Wetlands	<ul style="list-style-type: none"> <li>Develop a sports park</li> <li>Increase City's overall recreation area</li> <li>Site remediation</li> </ul>	<ul style="list-style-type: none"> <li>Insufficient area for golf and soccer</li> <li>Site not in City ownership/control</li> <li>Site not centrally located</li> <li>No site remediation</li> </ul>	Partial	Yes	No	Sports park development infeasible as a result of California Coastal Commission requirements
Alternative 3/ Boeing Douglas Park	<ul style="list-style-type: none"> <li>Develop a sports park</li> <li>Increase City's overall recreation area</li> <li>Centrally located</li> <li>Site remediation</li> </ul>	<ul style="list-style-type: none"> <li>Site not in City ownership/control</li> </ul>	Yes	Yes	Yes	

Note: N.A. indicates "Not Applicable"

**Table 5.E: Alternatives Comparison Matrix**

Issue Topic	Proposed Project	No Project/ No Development	No Project/Existing General Plan (Industrial)	Retail/Industrial/Office
<b>Characteristics</b>	<ul style="list-style-type: none"> <li>A sports park (approximately 45.75 acres), a commercial/office site (approximately 2.5 acres), and a Youth Golf facility (7.25 acres).</li> </ul>	<ul style="list-style-type: none"> <li>Vacant; no development.</li> </ul>	<ul style="list-style-type: none"> <li>Medium industrial and accessory office uses (9G-Industrial).</li> <li>717,430 square feet of General Industrial uses, 239,145 sf of accessory office use, Total 956,575 sf of development</li> </ul>	<ul style="list-style-type: none"> <li>164,355 sf of Office Space, 305,225 sf of Industrial Space, 155,250 sf of Commercial/Retail Space, 624,830 sf Total Mixed Use (commercial/office/industrial use).</li> </ul>
<b>Meets Project Objectives</b>	<ul style="list-style-type: none"> <li>Meets all project objectives</li> </ul>	<ul style="list-style-type: none"> <li>Would not satisfy any project objectives.</li> </ul>	<ul style="list-style-type: none"> <li>Does not meet objectives 1–5, 7, and 8. Meets objective 6.</li> </ul>	<ul style="list-style-type: none"> <li>Does not meet objectives 1–5, 7, and 8. Meets objective 6.</li> </ul>
<b>Land Use</b>	<ul style="list-style-type: none"> <li>Project requires a General Plan Amendment, Zone Change and Tentative Parcel Map</li> <li>Consistent with the commercial recreation findings of the City’s General Plan.</li> <li>Potential impact to City of Long Beach parking requirements.</li> <li>Loss of 55 acres from the City’s potential inventory of industrial land.</li> <li>Less than significant impact with mitigation to land use.</li> </ul>	<ul style="list-style-type: none"> <li>No change to existing condition of site.</li> </ul>	<ul style="list-style-type: none"> <li>Consistent with surrounding land use patterns.</li> <li>Would require a rezoning for a portion of the site zoned Institutional.</li> <li>No General Plan Amendment required.</li> </ul>	<ul style="list-style-type: none"> <li>Requires a General Plan Amendment and rezoning.</li> <li>Generally consistent with the surrounding land use patterns.</li> </ul>
<b>Hydrology and Water Quality</b>	<ul style="list-style-type: none"> <li>Less than significant impact with mitigation to water quality (construction), waste discharge requirements and water quality standards, storm drain system capacity, potential erosion, and siltation.</li> </ul>	<ul style="list-style-type: none"> <li>No effects on existing conditions.</li> </ul>	<ul style="list-style-type: none"> <li>Requirement of a surface runoff drainage system.</li> <li>Generation of new surface pollutants.</li> <li>Would require compliance with NPDES permits.</li> </ul>	<ul style="list-style-type: none"> <li>Requirement of a surface runoff drainage system.</li> <li>Generation of new surface pollutants.</li> <li>Would require compliance with NPDES permits.</li> </ul>

Issue Topic	Proposed Project	No Project/ No Development	No Project/Existing General Plan (Industrial)	Retail/Industrial/Office
	<ul style="list-style-type: none"> <li>• Less than significant impact to groundwater supply.</li> <li>• No impact as a result of flooding.</li> </ul>		<ul style="list-style-type: none"> <li>• Less than significant impact to groundwater supply.</li> <li>• No impact as a result of flooding.</li> </ul>	<ul style="list-style-type: none"> <li>• Less than significant impact to groundwater supply.</li> <li>• No impact as a result of flooding.</li> </ul>
<b>Biological Resources</b>	<ul style="list-style-type: none"> <li>• Less than significant impact to nonsensitive habitat and associated species, impacts associated with the reclaimed water line extension, and existing trees.</li> <li>• Drainage course permits will be required and mitigation implemented to lessen impacts to below the level of significance.</li> <li>• Less than significant impacts with mitigation to wetlands and migratory birds.</li> <li>• Less than significant impact with mitigation to species of concern (loggerhead shrike and red-tailed hawk).</li> <li>• Less than significant impact with mitigation to nesting birds.</li> <li>• No significant project-level impacts on biological resources after mitigation.</li> <li>• Significant unavoidable adverse cumulative impact to loggerhead shrike habitat.</li> </ul>	<ul style="list-style-type: none"> <li>• No effects on existing conditions.</li> </ul>	<ul style="list-style-type: none"> <li>• Same as project.</li> </ul>	<ul style="list-style-type: none"> <li>• Same as project.</li> </ul>

Issue Topic	Proposed Project	No Project/ No Development	No Project/Existing General Plan (Industrial)	Retail/Industrial/Office
<b>Cultural Resources</b>	<ul style="list-style-type: none"> <li>• Less than significant impact with mitigation to unknown archaeological, historic, and paleontological resources.</li> <li>• Significant unavoidable adverse impact to the 1923 Compressor Building as a result of demolition.</li> <li>• Significant unavoidable adverse impact to the historical context of the Lomita-Petrolane Building.</li> <li>• Loss of existing compressor structure will contribute to the cumulative loss of historical resources in the region.</li> </ul>	<ul style="list-style-type: none"> <li>• No effects on existing conditions.</li> </ul>	<ul style="list-style-type: none"> <li>• Feasible to avoid demolishing the 1923 Compressor Building.</li> <li>• Significant impact to the historical context of the Lomita-Petrolane Building.</li> </ul>	<ul style="list-style-type: none"> <li>• Feasible to avoid demolishing the 1923 Compressor Building.</li> <li>• Significant impact to the historical context of the Lomita-Petrolane Building.</li> </ul>
<b>Public Services and Utilities</b>	<ul style="list-style-type: none"> <li>• Potentially significant impact to solid waste.</li> <li>• Less than significant impact to police and fire protection services.</li> <li>• Less than significant impact to water supply, electricity, sanitary sewer, natural gas, cable, and telephone service.</li> <li>• No significant impacts to schools and libraries.</li> <li>• Combined cumulative impact associated with solid waste disposal capacity could be significant over time.</li> </ul>	<ul style="list-style-type: none"> <li>• No additional public services or utilities required.</li> </ul>	<ul style="list-style-type: none"> <li>• Potentially significant impact to solid waste disposal capacity.</li> <li>• Less than significant impact to police and fire protection services.</li> <li>• Greater demand for electricity, natural gas, sanitary sewer, and solid waste disposal capacity.</li> <li>• Less demand for water.</li> <li>• No significant impact to schools or libraries.</li> <li>• Contributes to a cumulative impact associated with solid waste disposal capacity.</li> </ul>	<ul style="list-style-type: none"> <li>• Potentially significant impact to solid waste disposal capacity.</li> <li>• Less than significant impact to police and fire protection services.</li> <li>• Greater demand for electricity, natural gas, sanitary sewer, and solid waste disposal capacity.</li> <li>• Less demand for water.</li> <li>• No significant impact to schools or libraries.</li> <li>• Contributes to a cumulative impact associated with solid waste disposal capacity.</li> </ul>

Issue Topic	Proposed Project	No Project/ No Development	No Project/Existing General Plan (Industrial)	Retail/Industrial/Office
<p><b>Traffic and Circulation</b></p>	<p><b>[Update to reflect Section 4.9 conclusions once decided]</b></p> <ul style="list-style-type: none"> <li>• A “typical” weekday is expected to generate 3,970 daily trips, with 687 (459 entering and 228 exiting) produced during p.m. peak hour commute.</li> <li>• A “typical” weekend day (Saturday), when tournaments are scheduled, is expected to generate 7,240 daily trips, with 798 trips (421 entering 377 exiting) generated during the mid-day peak hour.</li> <li>• Less than significant impact with mitigation at five of the study intersections compared to the City LOS standards.</li> <li>• Less than significant cumulative impacts with mitigation to three intersections.</li> <li>• Saturday traffic conditions result in an impact to 2 of the 18 key study intersections; however, mitigation will lower these impacts to below the level of significance.</li> <li>• No significant impact to the public transit or the CMP.</li> <li>• Ambient traffic growth and cumulative project traffic will adversely impact 9 of the 18 key study intersections during the</li> </ul>	<ul style="list-style-type: none"> <li>• No traffic generated.</li> <li>• No significant impacts to traffic or circulation conditions.</li> </ul>	<ul style="list-style-type: none"> <li>• Trip generation potential: 6,667 weekday daily trips, with 937 trips produced during the weekday p.m. peak commute hour. The weekend trip generation totals 1,263 daily trips, with 134 trips generated during the Saturday p.m. peak hour.</li> <li>• Greater impacts on the surrounding street system compared with proposed project.</li> </ul>	<ul style="list-style-type: none"> <li>• Generation of significantly more traffic.</li> <li>• Trip generation potential: 10,806 weekday daily trips, with 951 trips produced in the weekday p.m. peak commute hour. The weekend trip generation totals 13,224 daily trips, with 1,325 trips generated during the Saturday p.m. peak hour.</li> <li>• Greater impacts on the surrounding street system compared with proposed project.</li> </ul>

Issue Topic	Proposed Project	No Project/ No Development	No Project/Existing General Plan (Industrial)	Retail/Industrial/Office
	<p>weekday p.m. commute hour. Mitigation measures will reduce this impact to below the level of significance.</p>			
<b>Air Quality</b>	<ul style="list-style-type: none"> <li>• Less than significant impact to local CO levels.</li> <li>• Less than significant health levels of diesel particulate on users of the sports park site.</li> <li>• Significant unavoidable long-term operational air quality effects for CO and NO<sub>x</sub> on Saturdays only.</li> <li>• Significant unavoidable adverse short-term construction impacts for NO<sub>x</sub>, PM<sub>10</sub>, and fugitive dust emissions.</li> </ul>	<ul style="list-style-type: none"> <li>• No air quality emissions generated.</li> </ul>	<ul style="list-style-type: none"> <li>• Greater mobile source emissions from traffic as a result of higher traffic generation.</li> <li>• Greater local CO emissions.</li> </ul>	<ul style="list-style-type: none"> <li>• Greater mobile source emissions from traffic as a result of higher traffic generation.</li> <li>• Greater local CO emissions.</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>• Less than significant impacts with mitigation as a result of construction noise.</li> <li>• Less than significant impact as a result of traffic noise, airport noise, on-site sources, and oil pump noise.</li> </ul>	<ul style="list-style-type: none"> <li>• No noise generated.</li> </ul>	<ul style="list-style-type: none"> <li>• Greater vehicular noise and stationary source noise.</li> <li>• No sensitive receptors along the periphery of most of the project.</li> <li>• No significant impact.</li> </ul>	<ul style="list-style-type: none"> <li>• Greater vehicular noise and stationary source noise.</li> <li>• No sensitive receptors along the periphery of most of the project.</li> <li>• No significant impact.</li> </ul>

Issue Topic	Proposed Project	No Project/ No Development	No Project/Existing General Plan (Industrial)	Retail/Industrial/Office
<b>Aesthetics</b>	<ul style="list-style-type: none"> <li>• Potentially significant impact to a scenic resource (historic landmark building, historic cemetery, and remaining office building).</li> <li>• Less than significant impact (mitigation included) to light and glare).</li> <li>• Less than significant impacts to scenic vistas and the existing visual character or quality of the site and its surroundings.</li> </ul>	<ul style="list-style-type: none"> <li>• No change in aesthetic condition of site or views of the site from off-site vantage points.</li> </ul>	<ul style="list-style-type: none"> <li>• Removal of the existing visually degraded conditions.</li> <li>• Landscape measures would minimize potentially adverse effects.</li> <li>• No significant impact.</li> </ul>	<ul style="list-style-type: none"> <li>• Removal of the existing visually degraded conditions.</li> <li>• Landscape measures would minimize potentially adverse effects.</li> <li>• No significant impact.</li> </ul>
<b>Public Health and Safety</b>	<ul style="list-style-type: none"> <li>• Soils Management Plan required. Less than significant impact with mitigation from oil extraction and pipelines.</li> <li>• Less than significant impact with mitigation to human health.</li> <li>• Post-grading methane testing required.</li> </ul>	<ul style="list-style-type: none"> <li>• No change to existing health and safety conditions.</li> </ul>	<ul style="list-style-type: none"> <li>• Soils Management Plan required.</li> <li>• Oil well mitigation and building setbacks would be required.</li> <li>• Health and safety impacts could be reduced to a less than significant level.</li> <li>• Post-grading methane testing required.</li> <li>• Methane remediation likely to be required.</li> </ul>	<ul style="list-style-type: none"> <li>• Soils Management Plan required.</li> <li>• Oil well mitigation and building setbacks would be required.</li> <li>• Health and safety impacts could be reduced to a less than significant level.</li> <li>• Post-grading methane testing required.</li> <li>• Methane remediation likely to be required.</li> </ul>
<b>Summary Comparison of Impacts Relative to Proposed Project</b>	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>	<ul style="list-style-type: none"> <li>• No new environmental impacts.</li> <li>• Does not meet project objectives.</li> </ul>	<ul style="list-style-type: none"> <li>• Does not meet the project objectives; would result in significant impacts with regard to construction-related air quality impacts and the loss of historic context of the site; would result in increased impacts for traffic, operational</li> </ul>	<ul style="list-style-type: none"> <li>• Does not meet the project objectives; would result in significant impacts with regard to construction-related air quality impacts and the loss of historic context of the site; would result in increased impacts for traffic, operational air quality, and noise compared operational with the</li> </ul>

Issue Topic	Proposed Project	No Project/ No Development	No Project/Existing General Plan (Industrial)	Retail/Industrial/Office
			<p>air quality, and noise compared with the proposed project.</p> <ul style="list-style-type: none"> <li>• Development of site is possible without demolishing the historic compressor building.</li> <li>• Other significant unavoidable adverse project impacts would not be avoided or reduced to below a level of significance.</li> </ul>	<p>proposed project.</p> <ul style="list-style-type: none"> <li>• Development of site is possible without demolishing the historic compressor building.</li> <li>• Other significant unavoidable adverse project impacts would not be avoided or reduced to below a level of significance.</li> </ul>

**Table 5.F: Summary of Alternatives/Significant Impacts**

<b>Topic</b>	<b>Significant Effect/Project</b>	<b>No Project/No Development</b>	<b>No Project/Existing General Plan-Industrial</b>	<b>Retail/Industrial/Office</b>
Biological Resources	Cumulative impact to the loss of breeding territory for the loggerhead shrike.	Existing conditions would be maintained, including existing breeding territory. No significant effect.	Same effects as project as result of site grading	Same effects as project as result of site grading.
Cultural Resources	Demolition of historic on-site Compressor Building and indirect effects to off-site Lomita Gasoline Company office building.	Existing conditions would be maintained.  No demolition of the on-site Compressor Building would be necessary, although the building is not protected from demolition by local ordinance.  Existing setting/context of Lomita Petrolane Office Building would remain the same as it is today (no significant effect).	Demolition of historic on-site Compressor Building could be avoided.  Indirect effects to off-site Lomita Gasoline Company Office Building would be significant.	Demolition of historic on-site Compressor Building could be avoided.  Indirect effects to off-site Lomita Gasoline Company office building would be significant.
Public Services and Utilities	Cumulative impacts to solid waste disposal capacity at Class III landfills in Los Angeles County.	Existing conditions would be maintained.  No increase in the generation of solid waste over existing conditions.	Generation of solid waste would be greater than existing conditions; therefore, cumulative impacts to solid waste disposal capacity at Class III landfills in Los Angeles County would be significant.	Generation of solid waste would be greater than existing conditions; therefore, cumulative impacts to solid waste disposal capacity at Class III landfills in Los Angeles County would be significant.
Air Quality–Construction	Exceedances of NO <sub>x</sub> , PM <sub>10</sub> , and fugitive dust daily SCAQMD construction thresholds.	Existing conditions would be maintained.  No demolition or grading activity to result in short-term air quality effects.	Assumes grading plan similar to proposed project; short-term air quality effects would be comparable to proposed project.	Assumes grading plan similar to proposed project; short-term air quality effects would be comparable to proposed project.

Topic	Significant Effect/Project	No Project/No Development	No Project/Existing General Plan-Industrial	Retail/Industrial/Office
Air Quality—Long Term	Exceedances of CO and NO <sub>x</sub> SCAQMD operational thresholds on Saturdays.	Existing conditions would be maintained.  No increase in long-term air emissions.	This alternative generates greater levels of traffic than proposed project and a commensurate increase in long-term air emissions.  Air quality effects likely greater than proposed project.	This alternative generates greater levels of traffic than proposed project and a commensurate increase in long-term air emissions.  Air quality effects likely greater than proposed project.
Traffic and Circulation	Certain mitigation measures are the complete or partial responsibility of one or more public agencies other than the City of Long Beach. Impacts to certain intersections would be significant if mitigation is not implemented.	Existing conditions would be maintained.  No new impacts to streets or intersections.	This alternative may generate 6,667 weekday daily trips compared with 3,970 weekday daily trips for the proposed project. The potential effect to streets and intersections is greater than the proposed project.  The constraints for mitigating impacts to intersections within the jurisdiction of agencies other than the City of Long Beach remain the same.	This alternative may generate 10,806 weekday daily trips compared with 3,970 weekday daily trips for the proposed project. The potential effect to streets and intersections is greater than the proposed project.  The constraints for mitigating impacts to intersections within the jurisdiction of agencies other than the City of Long Beach remain the same.