

Project Title:

Initial Study and Mitigated Negative Declaration

T.A.C Case No. 0812-13

Ramona Park Senior Apartments

Long Beach, California

Lead Agency:

Department of Development Services of the City of Long Beach

333 W. Ocean Blvd, 3rd Floor

Long Beach, CA. 90802

562-570-6615 phone

562-570-6125 fax

Contact Person: Steve Valdez, Project Planner

Project Sponsor's Name and Address:

Palm Desert Development Company

P.O. Box 3958

Palm Desert, CA 92261

760.568.1048 phone

Contact Person: Jeffrey Tartaglino

Initial Study/Mitigated Negative Declaration Prepared by:

Michael Brandman Associates

621 E. Carnegie Drive, Suite 100

San Bernardino, CA. 92408

909.884.2255 phone

909.884.2113 fax

Contact Person: Bob Prasse



Michael Brandman Associates

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SECTION 1: INITIAL STUDY

1.1 - Existing Site Conditions

The project site is a developed property at 3290 East Artesia Boulevard and is zoned for commercial use by the City of Long Beach (City). The parcel number is APN#7120-003-034, which exhibits 1.48 acres. The existing structure on this parcel will be demolished and replaced with a multi-residential structure complex. A second parcel, APN#7120-003-033, is included in the project and currently exhibits the Windsor Gardens Convalescent Center at 3232 East Artesia. This parcel will undergo a zone change only as a result of project approval.

The property at 3290 East Artesia is occupied by the Artesia Branch of the Farmers and Merchants Bank (Bank). The Bank branch is currently operating and consists of one multi-level structure complex with adjacent landscaping that was constructed in 1961-1962. The existing Bank structure is approximately 180 feet long and 120 feet wide, and the height of the Lobby section of the building is estimated to be about 35 to 40 feet. The Bank is approximately 20,800 square feet in size and is irregularly shaped. It exhibits a large cantilevered two-story Lobby, a Vault Room in the northeast corner of the structure and adjoining office spaces between the Vault and the Lobby. An automated teller machine is located in the northwest corner of the structure, and drive-through teller access can be had along the south side of the structure complex below the second story of the Lobby. Access to the Bank can be had from the eastbound side of East Artesia Boulevard, and paved parking lots lie west and south of the structure complex. An alley to the south of the proposed project structure separates the project parcel from Ramona Park.

Surrounding Land Uses

The area surrounding the project site consists mostly of residential and community commercial uses. The General Plan designates land uses for surrounding property as ‘High Density Residential’ north and west of the project site, ‘Shopping Nodes’ to the east along Artesia Boulevard, and ‘Open Space/Parks’ to the south (Ramona Park). Zoning designations of surrounding properties include ‘R-4-N’ (Medium-Density Multiple Residential) to the north, ‘CCA’ (Community Commercial Automobile-Oriented) to the east, ‘R-4-R’ (Moderate-Density Multiple Residential) to the east, ‘P’ (Park) to the south, ‘CNR’ (Neighborhood Commercial and Residential) to the west and ‘R-2-N’ (Two-Family Residential) to the west. The Bank itself is currently zoned CCA.

1.2 - Project Location

The proposed project is located in the North Long Beach section of the City of Long Beach at 3290 East Artesia Boulevard (Exhibit 1). Access to the region from the north is provided via SR 91 and from the west is provided via Interstate 710. The northeast corner of the current City Limits lies several blocks away near the intersection of 70th and Downey. Paramount and Downey Boulevards

are the primary nearby north-south arterials, and East Artesia Boulevard the primary east-west arterial (Exhibit 2).

Directly north of the project site is East Artesia Boulevard, which consists of two-lanes both directions, separated by a planted median strip. Across Artesia Boulevard and opposite the Bank are several two-story multi-family residential structures. The Windsor Gardens convalescent center is located due west of the Bank and is separated from a Bank parking lot by a low block wall. Indiana Avenue is located east of the project site, with commercial businesses along East Artesia, a two-story apartment complex opposite the Bank, and single-family residences near the southeast corner of the project site. South of the project site and across an alley lies Ramona Park (Exhibit 3).

1.3 - Project Description

The proposed project is known as the Ramona Park Apartments, and is proposed to be an affordable apartment complex that would be occupied by seniors 55 years and older. The project structure consists of a two-story building resting on a podium level. Two residential stories will be built above a recreation-level floor and podium parking deck. The new structure complex is generally rectangular with a central courtyard and will contain 61 residential units including 49 one-bedroom units, 11 two-bedroom units, plus one managers unit with three bedrooms. The basic building structure is a two-story wood frame over podium garage with a central courtyard opening south toward Ramona Park. Construction is planned between November 2010 to March 2012.

The Bank is currently designated LUD #8N (Shopping Nodes) by the General Plan and is zoned CCA (Automobile Oriented Commercial). The adjacent Windsor Gardens convalescent center is currently zoned CCA. The proposed project would require a General Plan Amendment and Zone Change. The Amendment would change the General Plan designation to High Density Residential LUD #4. The required change of zone on both parcels will be to CCN (Community R-4-N District).

The existing street configuration at the Bank site will remain unchanged once the Ramona Park building complex is built. A gated driveway located at the northwest corner of the project site with ingress/egress off East Artesia Boulevard will lead onto the property and into the podium parking garage entrance/exit in the southeast section of the podium level. Parallel guest parking will be located along the western edge of the project site. A secondary driveway shall be constructed in the existing alley along the southern edge of the project site, with head-in guest and community parking separated from the building with a community garden. The second ingress/egress driveway will shunt traffic east to Indiana Avenue

- **Parking:** There are 89 parking stalls proposed, which are comprised of a mixture of 66 garage spaces, 16 surface spaces and 7 surface parallel spaces. Four handicapped spaces will be provided.

- **Amenities:** The residences are located on the two upper stories of the structure. The building will encompass a large central courtyard that includes a pool, spa, fire pit and picnic area. Recreation rooms are found on the first floor of the structure and includes an exercise room, a Yoga room, community room and classroom.
- **Pedestrian access:** The structure will accommodate pedestrian access with elevators, stairs and corridor circulation around the perimeter of the building.
- **Leadership in Energy and Environmental Design (LEED):** The Project will be designed and constructed to LEED certification level standards.

1.4 - Public Agencies Whose Approval Will Be Required For Subsequent Action

- Redevelopment Agency of the City of Long Beach
- City of Long Beach Planning Commission
- Long Beach City Council

1.5 - Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.					
<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology / Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards / Hazardous Materials	<input type="checkbox"/>	Hydrology / Water Quality
<input type="checkbox"/>	Land Use / Planning	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Population / Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Transportation / Traffic	<input type="checkbox"/>	Utilities / Services Systems	<input type="checkbox"/>	Mandatory Findings of Significance

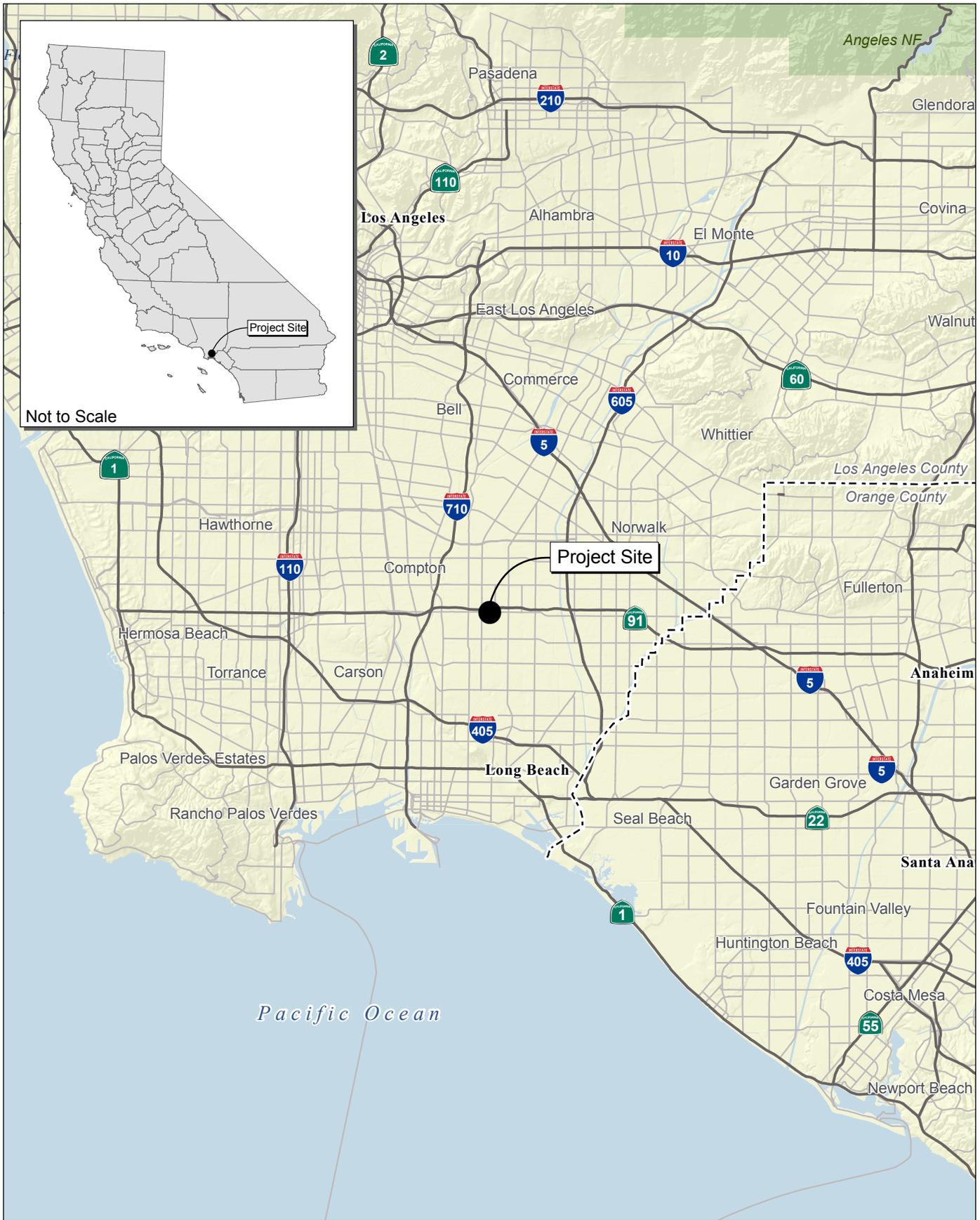
1.6 - Determination

On the basis of this initial evaluation:

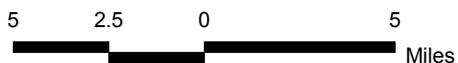
- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signed _____

Date _____



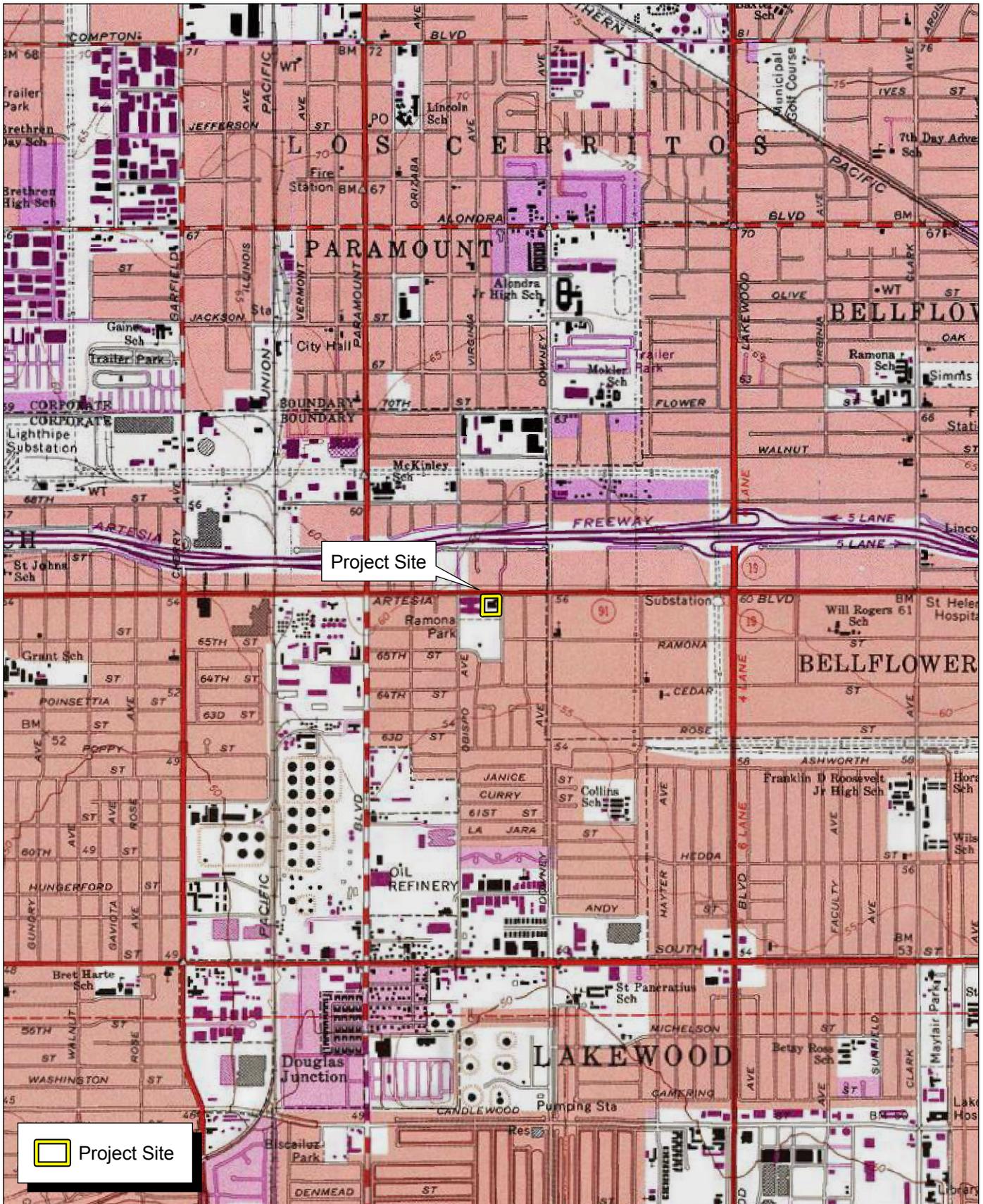
Source: Census 2000 Data, The CaSIL, MBA GIS 2009.



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Exhibit 1 Regional Location

PDDC • RAMONA PARK SENIOR APARTMENTS
INITIAL STUDY



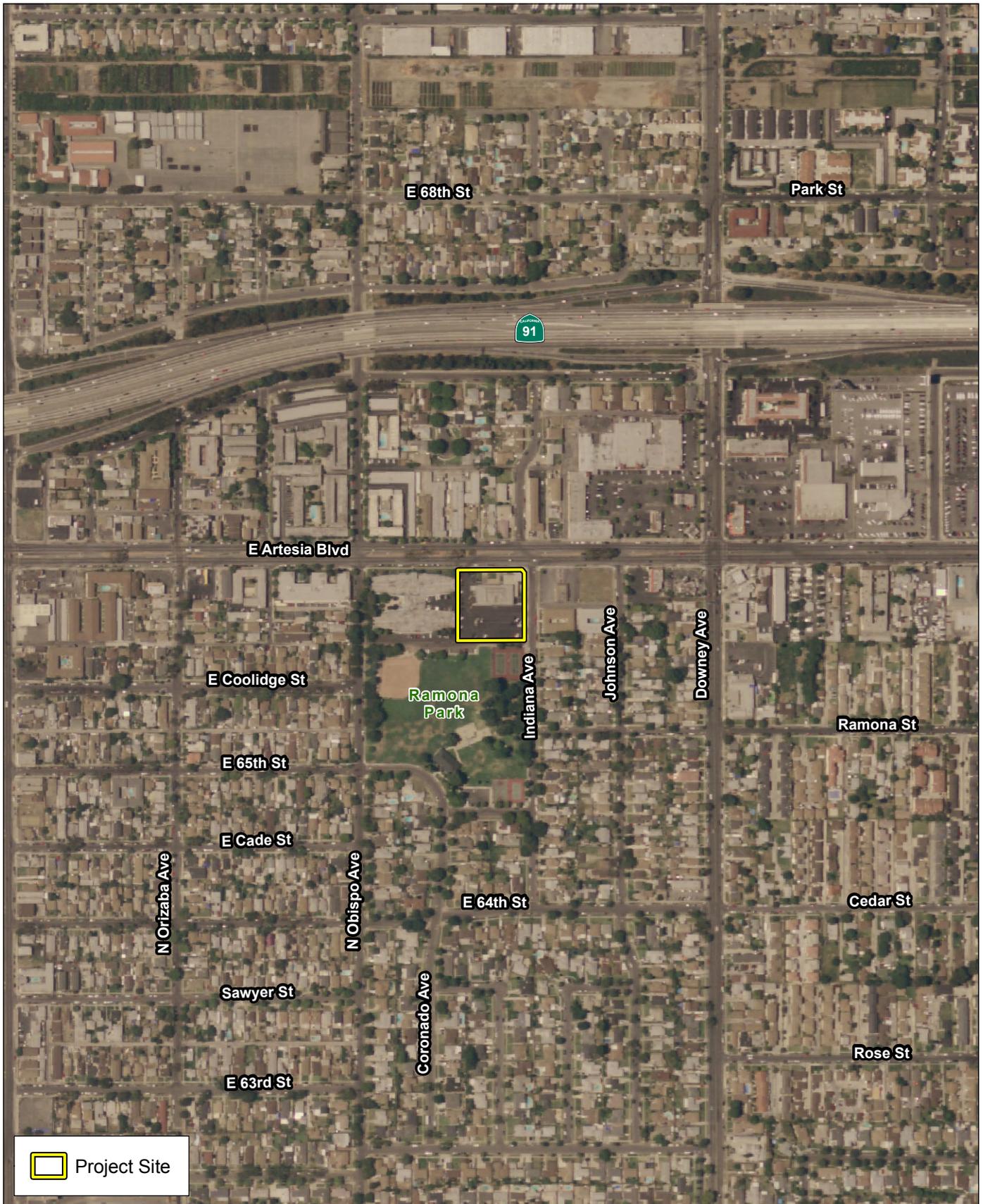
Source: TOPO! USGS Long Beach (1981) & South Gate (1981) 7.5' DRG's.



Michael Brandman Associates
27720017 • 10/2009 | 2_Topo.mxd

Exhibit 2 Local Vicinity Map Topographic Base

PDDC • RAMONA PARK SENIOR APARTMENTS
INITIAL STUDY



Source: NAIP for Los Angeles County (2005).



27720017 • 10/2009 | 3_Aerial.mxd



Exhibit 3 Local Vicinity Map Aerial Base



Source: Humphreys & Partners Architects L.P. (June 1, 2009).



SECTION 2: ENVIRONMENTAL CHECKLIST

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2.1. Aesthetics				
<i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.2. Agriculture Resources				
<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.</i>				
<i>Would the project:</i>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.3. Air Quality				
<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.</i>				
<i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.4. Biological Resources				
<i>Would the project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2.5. Cultural Resources				
<i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.6. Geology and Soils				
<i>Would the project:</i>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
wastewater disposal systems where sewers are not available for the disposal of wastewater?				
2.7. Greenhouse Gas Emissions				
<i>Would the project:</i>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.8. Hazards and Hazardous Materials				
<i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2.10. Land Use and Planning				
<i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.11. Mineral Resources				
<i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.12. Noise				
<i>Would the project result in:</i>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
airstrip, would the project expose people residing or working in the project area to excessive noise levels?				
2.13. Population and Housing				
<i>Would the project:</i>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.14. Public Services				
<i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.15. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.16. Transportation / Traffic				
<i>Would the project:</i>				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
ratio on roads, or congestion at intersections)?				
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.17. Utilities and Service Systems				
<i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
project’s solid waste disposal needs?				
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.18. Mandatory Findings of Significance				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SECTION 3: DISCUSSION OF ENVIRONMENTAL EVALUATION

3.1 - Aesthetics

Would the project:

- a) *Have a substantial adverse effect on a scenic vista?*

No Impact. The proposed project would not obstruct a scenic view, given the built-out nature of the neighborhood along East Artesia Boulevard (MBA 2009: Appendix F). The proposed project is not located within a scenic vista. For these reasons, no impact associated with this issue is anticipated.

- b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?*

Less than Significant Impact. The project site is not located along a designated state scenic highway nor are there significant trees or rock outcroppings on the project site. The historic-era structure located on-site (MBA 2009) is not within a state scenic highway corridor and is not considered a significant resource at the State level of analysis and therefore its aesthetic loss need not be mitigated for.

- c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

Less Than Significant Impact. Implementation of the proposed project would result in short-term visual impacts due to construction activities. Exposed ground surfaces, pits, construction debris, on-site heavy equipment storage and movement, and truck traffic could temporarily degrade views from properties adjacent to the project site. These short-term impacts would cease upon completion of construction.

Project buildout is not anticipated to result in significant negative aesthetic effects. Although the resulting building has a footprint that is somewhat larger than the existing Bank, it will be about the same height as the Bank Lobby. The Bank is a rather unusual building composed of glass, steel and stucco. This will be replaced with a modern-looking structure that is designed to be architecturally pleasing and blends into the neighborhood cleanly. The project site is bordered to the south by Ramona Park, to the west by a convalescent center, to the north and across the divided East Artesia Boulevard by older walk-up apartments and single family residences, and to the east by commercial establishments, block-style apartment buildings and smaller single-family residences. The fact that the new building fronts East

Artesia allows it to fit into the mixed commercial and multifamily residential that is allowed along this arterial.

The scale and character of the proposed project would be similar to those of the existing commercial and residential uses adjacent to the project site. For these reasons, impacts would be less than significant.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Less Than Significant Impact with Mitigation Incorporated. There are two primary sources of light: light emanating from building interior that passes through windows, and light from exterior sources such as street lighting, security lighting and landscape lighting. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into a reflected light source. Because the existing Bank, with its extensive sheets of glass along the north façade, does have potential for glare in the summer months when the sun is high, replacement of the building with the proposed structure will lessen the potential for glare.

Light generation in the project area would be predominately a nighttime event, and could be incompatible to the adjacent residences if not properly mitigated. The building would be approximately two stories tall, and security lighting may be required on the uppermost portions of the structure. To ensure that new light sources will not have a significant impact on adjacent land uses, mitigation measure AES-1 will be implemented.

Mitigation Measure:

MM AES-1. Prior to the issuance of a building permits, the City shall ensure that the project Proponent shall submit a lighting plan to ensure that light and glare does not impact nearby residential land uses. The lighting plan shall indicate outdoor lighting levels of all security lights and the light levels at the property lines. All exterior security lights must be shielded and directed downward in such a manner so as to minimize light spillover effects.

3.2 - Agricultural Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:

a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

No Impact. The project site is currently occupied by a Bank, and the Bank's adjacent parking lots are completely paved. The project site is not listed on the Farmland and Mapping and Monitoring Program for the California Resources Agency. Currently, the project site is zoned Automobile Oriented Commercial (CCA). Because the project site does not contain any agricultural resources and is not zoned for agricultural use, the project would not convert prime farmland, unique farmland, or farmland of statewide importance to non-agricultural uses and would not conflict with zoning for agricultural use. For these reasons, no impact associated with this issue is anticipated.

b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. The project site is not a part of a Williamson Act Land Contract, nor is it contained within an agricultural preserve, and it is not zoned for agricultural use. There is no conflict with existing zoning for agricultural use or with the Williamson Act Land Contract provisions. For these reasons, no impact associated with this issue is anticipated.

c) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?*

No Impact. The proposed project involves the construction of a multi-family structure complex with associated parking stalls and active and passive recreational areas. The project site is located in a developed section of the City that contains mixed land uses including residential, open space and commercial land uses. Given these facts, the project would not involve changes to the existing environment that would result in the conversion of farmland to a non-agricultural use. No impacts associated with this issue is anticipated.

3.3 - Air Quality

The project site is located in the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is in nonattainment for ozone and particulate matter (PM₁₀ and PM_{2.5}), which means that concentrations of those pollutants currently exceed the ambient air quality standards for those pollutants. Ambient air quality standards for criteria pollutants are set by the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) to protect the health of sensitive individuals. Criteria pollutants include ozone, PM₁₀, PM_{2.5}, carbon monoxide (CO), nitrogen dioxide, lead, and sulfur dioxide. Ozone is formed through reactions of volatile organic compounds (VOCs), nitrogen oxides (NO_x), and sunlight. For a description of the health effects of the criteria pollutants, please refer to the SCAQMD 2007 Air Quality Management Plan (SCAQMD 2007).

To assist Lead Agencies in the analysis of project-related air pollutants, the SCAQMD recommends use of regional and localized significance thresholds. If project emissions are over the thresholds, the project would result in a significant impact. Because the proposed project is located within the SCAQMD, the project is subject to the rules and regulations of the SCAQMD. The SCAQMD has established a number of air quality significance thresholds that it recommends be used by Lead Agencies in assessing whether a proposed project would have a significant air quality impact under CEQA. Three significance thresholds are relevant to the proposed project – regional significance thresholds, localized significance thresholds, and health risk significance thresholds. These thresholds are discussed below in addressing the various impacts from the proposed project.

The above significance thresholds established by the SCAQMD were relied upon to make the following determinations.

Would the project:

- a) *Conflict with or obstruct implementation of the applicable air quality plan?*

Less than Significant Impact. The Air Quality Management Plan (AQMP) is the air quality plan applicable to the proposed project. The SCAQMD adopted the AQMP on June 1, 2007 (SCAQMD 2007). The 2003 AQMP was prepared to lead the Basin and portions of the Salton Sea Air Basin under SCAQMD jurisdiction into compliance with the 1-hour ozone and PM₁₀ national standards (SCAQMD 2003). The update to the 2003 AQMP, the 2007 AQMP, was prepared to lead the Basin into compliance of the national 8-hour ozone and PM_{2.5} standards. The AQMP determines emission budgets for future years; input to these budgets includes projections for land use designations. For a project to be consistent with the AQMP, the pollutants emitted from the project should not exceed the SCAQMD CEQA air quality significance thresholds for nonattainment or maintenance pollutants. As demonstrated in the Initial Study Checklist Question #3b analysis below, the anticipated project emissions would not exceed the regional or localized significance thresholds established by the SCAQMD. Further, the operation of the proposed project would result in a reduction in regional air emissions compared to the operation of the existing commercial Bank that is currently operational in the project site. Therefore, the project would be consistent with the AQMP. For these reasons, no impact associated with this issue is anticipated.

- b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less than Significant Impact. Two primary types of significance thresholds have been defined by the SCAQMD to address this impact question: regional emission and localized significance thresholds. The regional emission significance thresholds are designed to limit the impacts that emissions from a proposed project would have in adding to the existing SoCAB Basin emission burden in affecting the attainment and maintenance of air quality

standards. Such emissions may affect the attainment of standards many miles from the project location. Regional emission thresholds are defined separately for construction and operational activities. Local air quality thresholds were developed in response to the SCAQMD Governing Board’s environmental justice initiatives (EJ initiative I-4) in recognition of the fact that criteria pollutants such as CO, NO_x, and PM₁₀ and PM_{2.5} in particular, can have local impacts in the immediate vicinity of the proposed project as well as regional impacts. Localized significance thresholds have been defined by the SCAQMD for construction and operational impacts.

3.3.1 - Regional Significance Impact Analysis

Regional emission significance thresholds established by the SCAQMD, which are discussed above, are shown in Table 3-1. A project with daily emission rates below these thresholds would be considered to have a less than significant effect on regional air quality. An assessment of project-generated emissions was conducted using the URBEMIS2007 Version 9.2.4 computer model (URBEMIS) to quantify regional short-term construction and long-term operational emissions. The URBEMIS model is recommended by the SCAQMD. Input data used in the URBEMIS model were taken from the project description and plans and from the from the Institute of Transportation Engineer (ITE) trip generation rates for the proposed project land use (ITE 2008). These calculations are included in Appendix A.

Table 3-1: Air Quality Regional Significance Thresholds

Pollutant	Construction (pounds per day)	Operation (pounds per day)
Nitrogen oxides (NO _x)	100	55
Volatile organic compounds (VOC)	75	55
Particulate matter (PM ₁₀)	150	150
Particulate matter (PM _{2.5})	55	55
Sulfur oxides (SO _x)	150	150
Carbon monoxide (CO)	550	550
Source: SCAQMD 2009.		

Short-term Construction Emissions

Short-term construction emissions can occur during all facets of the construction activities involving demolition, grading, trenching, asphalt paving, building construction, and application of architectural coatings. Air pollutant emissions associated with the project were, for the purpose of this analysis only, assumed to occur during the period from November 2010 to March 2012 as a result of construction equipment combustion products, fugitive dust from demolition, grading and earth-moving activities, and emissions from vehicles driven to and from the site by construction workers and vendor delivery vehicles. Additional emissions are expected to occur from asphalt paving and architectural coating activities. Construction emissions consist of volatile organic compounds (VOC),

oxides of nitrogen (NO_x), carbon monoxide (CO), oxides of sulfur (SO_x), and particulate matter (PM₁₀, and PM_{2.5}).

The proposed project would be built in an area covering exactly 1.48 acres. The initial construction activities were assumed to commence in November 2010 and involve the demolition of the existing Bank and associated parking lot that presently exists on the project site. The existing building is approximately 120 feet wide, 180 feet long, and 40 feet high. The existing parking lot is approximately 1 acre in size. The demolition of the existing structures was assumed to take place over a one-month, 20-day period. Mass grading, trenching, paving, building construction, and architectural coating construction activities were assumed to take place over the next sixteen months.

The short-term construction emissions were estimated using the URBEMIS2007 (Version 9.2.4) land use emission model URBEMIS model that is recommended by the SCAQMD for estimating construction and operational emissions from development projects. The URBEMIS model separates the construction process into a number of identifiable construction activities such as demolition, grading, trenching for utilities, asphalt paving, building construction, and application of architectural coatings. Each construction activity has a defined start and end date and inventory of construction equipment, and may be a discreet activity or can overlap other construction activities. Table 3.2 presents the estimated maximum daily emissions for the proposed project and compares the estimated emissions with the SCAQMD daily mass emission thresholds.

Table 3-2: Estimated Maximum Daily Construction Emissions (without Mitigation)

Construction Activity	Emissions (pounds per day) ⁽¹⁾					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Demolition – Existing Building	4	45	20	0	7	3
Demolition – Parking Lot	1	9	6	0	1	1
Mass Grading	3	25	14	0	6	2
Trenching	2	16	9	0	1	1
Asphalt Paving	2	12	9	0	1	1
Building Construction + Architectural Coating	19	10	15	0	1	1
Max emissions in 1 day	19	45	20	0	7	3
Regional Threshold	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No
Note: ⁽¹⁾ Emissions shown assume compliance with applicable emission regulations. The PM ₁₀ and PM _{2.5} fugitive dust emissions are in the “mitigated” output in URBEMIS because the project would comply with dust control measures as specified in SCAQMD Rule 403 and in Table below. Source: Appendix A						

As shown in Table 3.2, construction-related emissions generated by the proposed project would be less than the SCAQMD regional thresholds of significance. Therefore, the impact would be less than significant and no project-specific mitigation is required. Note that the URBEMIS results shown in Table the table above assume compliance with the requirements SCAQMD Rule 403, Fugitive Dust, which requires that fugitive dust generating activities follow best available control measures (BACM) to reduce emissions of fugitive dust. The BACM measures and the associated measure in URBEMIS measures are displayed in Table 3.3.

Table 3-3: Best Available Control Measures – SCAQMD Rule 403

Best Available Control Measure (BACM) ¹	Associated Measure in URBEMIS ²
<p><u>Demolition</u> 06-1 <u>Stabilize wind erodible surfaces to reduce dust</u> 06-2 <u>Stabilize surface soil where support equipment and vehicles will operate</u> 06-3 <u>Stabilize loose soil and demolition debris</u></p>	<p>- Water disturbed surfaces and demolition debris three times per day - Equipment loading and unloading - Reduce speed on unpaved surfaces to less than 15 mph</p> <p>Note: the estimation of mitigation demolition emissions was accomplished external to the URBEMIS model since URBEMIS does not provide for any fugitive dust mitigation measures</p>
<p><u>Clearing and Grubbing</u> 02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing 02-2 Stabilize soil during clearing and grubbing activities 02-3 Stabilize soil immediately after clearing and grubbing activities</p> <p><u>Earth Moving Activities</u> 08-1 Pre-apply water to depth of proposed cuts 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction 08-3 Stabilize soils once earth-moving activities are complete</p>	<p>-Water exposed surfaces three times per day</p>
<p><u>Import/Export of Bulk Materials</u> 09-1 Stabilize material while loading to reduce fugitive dust emissions 09-2 Maintain at least six inches of freeboard on haul vehicles 09-3 Stabilize material while transporting to reduce fugitive dust emissions 09-4 Stabilize material while unloading to reduce fugitive dust emissions 09-5 Comply with Vehicle Code Section 23114</p>	<p>-Equipment loading/unloading</p>

Table 3 3: Best Available Control Measures – SCAQMD Rule 403 (Cont.)

Best Available Control Measure (BACM) ¹	Associated Measure in URBEMIS ²
<u>Landscaping</u> 10-1 Stabilize soils, materials, slopes Guidance: Apply water to materials to stabilize; Maintain materials in a crusted condition; Maintain effective cover over materials; Stabilize sloping surfaces using soil until vegetation or ground cover can effectively stabilize the slopes; Hydroseed prior to rain season	-Replace ground cover in disturbed areas quickly
<u>Staging Areas</u> 13-1 Stabilize staging areas during use by limiting vehicle speeds to 15 miles per hour	-Reduce speed on unpaved roads to 15 miles per hour.
<u>Traffic Areas for Construction Activities</u> 15-1 Stabilize all off-road traffic and parking areas 15-2 Stabilize all haul routes 15-3 Direct construction traffic over established haul routes Guidance: Apply gravel/paving to all haul routes as soon as possible to all future roadway areas; Barriers can be used to ensure vehicles are only used on established parking areas/haul routes	-Haul road dust watering three times per day
Sources: 1) SCAQMD Rule 403; 2) URBEMIS output in Appendix A.	

Long-Term Operational Emissions

Long-term operational emissions occur once the project commences full operations. For the purposes of this analysis, a project build out year of 2012 was assumed in the operational emission estimates. Operational emissions would come from area sources including natural gas for space and water heating, gasoline-powered landscaping and maintenance equipment, and from vehicle trips to and from for the residential units. In estimating the operational emission impacts, a net emissions was were estimated taking into account the emissions from the existing Bank (which exhibits a drive-through teller facility) and the proposed project that consists of a 61-unit residential development. The daily vehicle trip generation rates for the existing Bank and proposed project were derived from the ITE Trip Generation Handbook Version 8 (ITE 2008) and are provided in Table 3.4 below.

Table 3-4: ITE Trip Generation Rates

Land Use	Daily Trip Rate	Unit Type	Unit Amount	Total Daily Trips
Bank (with drive-through)	148.15	Per thousand square feet	21,600	3,200
Senior Adult Housing	3.48	Per dwelling unit	61	212
Source: Project description and ITE 2008; see Appendix A for the URBEMIS worksheets				

The vehicle fleet associated with each land use was modified in the URBMIS model to be reflective of the types of vehicles that would access the existing banking operation (a mix of light duty automobiles, and light and medium trucks) and the proposed project (light duty automobiles). For the

existing uses, it was assumed that a 20 percent pass-by trip reduction was assumed, based on URBEMIS defaults, which is also supported by the surrounding uses. This trip reduction is automatically applied in URBEMIS through a reduction in vehicle miles traveled. Estimated regional operational emissions for the proposed project, existing banking operation and the net change in regional emissions are provided in Table 3.5 for the build out year of 2012, summer season, and in Table 3.6 for the build out year 2012, winter season.

As shown in Table 3.5 and Table 3.6, operation-related emissions from the proposed project by itself and without mitigation measures would be below the SCAQMD regional thresholds of significance. In addition, the development of the proposed project would result in a net reduction in operational emissions compared to the emissions from the current banking land use. Therefore, the impact would be less than significant and no mitigation is required.

Table3-5: Daily Operational Emissions – Build Out Year 2012 – Summer Season (Unmitigated)

Operational Activity	Operational Emissions – Summer, Year 2011 (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project						
Area Source Emissions	4	1	5	0	0	0
Mobile Sources	1	1	15	0	4	1
Total	5	2	20	0	4	1
Existing Banking Operation						
Area Source Emissions	0	0	2	0	0	0
Mobile Source Emissions	10	9	113	0	4923	94
Total	10	9	115	0	2349	49
Net Daily Emissions ⁽¹⁾	-5	-7	-95	0	-1945	-38
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Note: ⁽¹⁾ Net emissions are defined as the difference of the emissions from the proposed project minus the emissions from the existing banking operation Source: URBEMIS output in Appendix A.						

Table 3-6: Daily Operational Emissions – Build Out Year 2012 – Winter Season (Unmitigated)

Operational Activity	Operational Emissions - Winter, Year 2011 (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project						
Area Source Emissions	3	2	1	0	0	0
Mobile Sources	1	1	14	0	4	1
Total	4	3	15	0	4	1

Table 3 6: Daily Operational Emissions – Build Out Year 2012 – Winter Season (Unmitigated) (Cont.)

Operational Activity	Operational Emissions - Winter, Year 2011 (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Existing Banking Operation						
Area Source Emissions	0	0	0	0	0	0
Mobile Source Emissions	12	11	110	0	2349	49
Total	12	11	110	0	2349	49
Net Daily Emissions ⁽¹⁾	-8	-8	-95	0	-1945	-38
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Note: ⁽¹⁾ Net emissions are defined as the difference of the emissions from the proposed project minus the emissions from the existing banking operation Source: URBEMIS output in Appendix A.						

3.3.2 - Localized Significance Impact Analysis

The analysis of local impacts makes use of the localized significance threshold (LST) methodology developed by the SCAQMD (SCAQMD 20036 and SCAQMD 20068) for assessing the impacts during construction and operation on local air quality. This methodology provides a series of mass emission rate look-up tables that identify the maximum daily emissions from a project that would not cause an exceedance of the most restrictive State or federal ambient air quality standard. The emission estimate depends on the size of the project, its location within the SoCAB Basin, and the distance to the nearest sensitive receptor.

Short term Construction Emissions

The localized construction assessment requires an estimate of the construction emissions generated solely from onsite construction activities, that is, emissions from construction equipment and fugitive dust and does not include emissions from offsite delivery or worker vehicles. The localized significance thresholds applicable to the proposed project were derived from the SCAQMD mass rate daily emission tables for a 2-acre construction area in SCAQMD source-receptor area 4 (South Coastal LA County)¹ where the proposed project would be located. A receptor distance of 25 meters from the project site was also assumed as the distance to the nearest sensitive receptors (the 25 meter distance is the shortest distance provided in the SCAQMD LST localized significance threshold emission look-up tables). Table 3.7 provides the localized construction significance thresholds applicable to the proposed project.

¹ The SCAQMD divides the Basin into 36 geographical areas called source-receptor areas or SRAs wherein the meteorology and terrain are relatively consistent and uniform. SRAs are used to identify emission source areas and areas that are impacted by transported pollution in the Basin.

Table 3-7: SCAQMD Localized Significance Thresholds – Construction

Pollutant	Localized Significance Threshold ⁽¹⁾ (pounds per day)
NO _x	66
CO	827
PM ₁₀	7
PM _{2.5}	5
Note: ⁽¹⁾ Significance Threshold for a 2 acre construction area, in Source Receptor Area 4, and a receptor distance of 25 meters Source: SCAQMD 20089	

Table 3.8 summarizes the quantities of the localized emissions along with a comparison to the localized significance thresholds for the proposed project construction.

Table 3-8: Summary of Construction LST Assessment (without Mitigation)

Construction Activity	Maximum Onsite Daily Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Demolition – Existing Building	8	5	6	2
Demolition – Parking Lot	8	5	1	1
Mass Grading	25	12	6	2
Trenching	16	8	1	1
Asphalt Paving	/11	7	1	1
Building Construction And Architectural Coating	9	5	1	1
Maximum Daily Emissions	25	12	6	2
Localized Significance Threshold (pounds per day)	66	827	7	5
Exceeds Threshold?	No	No	No	No
Source: see Appendix A.				

As shown in Table 3.8, the construction of the project would not exceed any of the SCAQMD localized significance thresholds. Therefore, the impact is less than significant and no mitigation is required.

Long term Operational Emissions

The predominant sources of operational emissions arise from the daily traffic from residences and patrons of the retail use that accesses the project each day. However, the vast majority of the project’s operational emissions are derived while the traffic moves to and from the project site and not from traffic operating within the residential and retail land uses. Consequently, there would only be small amounts of onsite emissions from motor vehicles. In addition, only minor amounts of onsite

emissions arise from consumption of natural gas for heating and landscaping emissions. Therefore, the operational localized air quality impacts are less than significant and no mitigation is required.

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

Less than Significant Impact. The region where the proposed project is located is a nonattainment area for PM₁₀, PM_{2.5}, and Ozone. The proposed project would contribute criteria pollutants to the area during short-term project construction as well as daily operation. As detailed in response to Initial Study Checklist Question #3b above, these emissions would be less than the SCAQMD regional and localized significance thresholds. Because short- and long- term emissions associated with the project would be below SCAQMD thresholds, the project's contribution of these pollutants would not be cumulatively considerable and would represent a less than significant impact. Additionally, during operation, the project would actually result in a net reduction in emissions from the Basin, as is shown in Table 3.5 and 3.6. For these reasons, no impact associated with this issue is anticipated.

d) *Expose sensitive receptors to substantial pollutant concentrations?*

Less than Significant Impact with Mitigation Incorporated. Air pollutant exposure to sensitive receptors is addressed through the following methods for two emission situations: compliance with the Localized Significance Thresholds and exposure to Diesel Particulate Matter exhaust.

3.3.3 - Localized Significance Threshold Analysis

Localized significance thresholds represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable State or national ambient air quality standard. If the project results in emissions that do not exceed the localized significance thresholds, it follows that those emissions would not cause or contribute to a local exceedance of the appropriate ambient air quality standard. The localized construction analysis (see Checklist Question b) demonstrates that the project would not exceed the localized significance thresholds for CO, nitrogen dioxide, PM₁₀, or PM_{2.5}. Therefore, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation during construction.

As discussed in response to Initial Study Checklist Question #3b, the project's local construction and operational impacts are less than the SCAQMD's localized significance thresholds. As such, the project would not expose sensitive receptors to substantial pollutant concentrations.

Health Risk Analysis - Diesel Particulate Matter Exhaust Emissions ‘Toxic Air Contaminants’

The SCAQMD has established a health risk significance threshold that is designed to protect the general population from the acute short-term and chronic long-term health impacts from toxic air contaminants. A "toxic air contaminant" is an air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health (Health and Safety Code Section 39655a). The toxic air contaminant of greatest concern to the general population is diesel particulate matter (DPM) which is emitted from diesel-powered vehicles and equipment. The SCAQMD has determined that DPM comprises over 80 percent of the cancer risk attributed to known toxic air contaminants in the South Coast Air Basin (SCAQMD 2008b).

The project would emit DPM during construction activities. However, these emissions will be minimal and would disperse to concentrations that would not significantly impact nearby sensitive receptors.

Projects of concern for diesel particulate matter exposure are those which would be located near high traffic freeways, urban roads with more than 100,000 vehicles per day, and a high concentration of heavy truck usage such as rail yards, ports, and distribution centers (ARB 2005). The proposed project would not be near any of those uses that would emit significant quantities of diesel particulate matter.

ARB recommends avoiding new sensitive land uses within 300 feet of a large fueling station (a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities. There is a Chevron station located at 8504 Artesia Boulevard, which is more than 600 feet from the project site. Therefore, the project would not be significantly impacted from the air pollutant emissions from fueling stations.

ARB recommends avoiding siting new sensitive land uses within 300 feet of any dry cleaning operation that uses perchloroethylene (perc). For operations with two or more machines, ARB recommends a buffer of 500 feet. For operations with three or more machines, ARB recommends consultation with the local air district. The nearest dry cleaning operation is Courtesy Cleaners located at the Bellflower Town Center Shopping Center, which is located on the northeast corner of Indiana Avenue and Artesia Boulevard. Specifically, the dry cleaner is located adjacent to Artesia Boulevard, approximately 300 feet from the corner of the project site. The cleaning operation utilizes hydrocarbons; it changed from perc last year (personal communication, November 4). For this reason, potential impacts from toxic air contaminants would be less than significant.

The project description indicates that there is going to be a “fire pit” incorporated into the building complex. It is unknown what fuel source this fire pit would burn. Wood burning fires are associated

with a large number of pollutants. Therefore, mitigation measure AQ-1 will be required to reduce potential impacts from wood burning fireplaces to sensitive receptors.

Health Risk Analysis - Asbestos

Significant exposure to any type of asbestos will increase the risk of lung cancer, mesothelioma and nonmalignant lung and pleural disorders, including asbestosis, pleural plaques, pleural thickening, and pleural effusions. Demolition activities are covered under National Emission Standards for Hazardous Air Pollutants (NESHAP) program (40 Code of Federal Regulation (CFR), Part 61, Subpart M) under section 112 of the Clean Air Act (CAA). The SCAQMD was delegated authority by the EPA Environmental Protection Agency to implement Part 61, which is accomplished through the adoption of and periodic amendments to Regulation X – National Emission Standards for Hazardous Air Pollutants. This delegated authority is established as SCAQMD Rule 1403.

- The proposed project involves the demolition and removal of existing structures from the site. It is not known at the present time whether the structures to be demolished contain asbestos materials. Prior to the commencement of the demolition activities, the proposed project would be required to comply with SCAQMD Rule 1403 which specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities including the removal and associated disturbance of asbestos-containing materials. Rule compliance requires that a facility survey be conducted to determine the presence of asbestos containing materials and the completion of a SCAQMD Rule 1403 Notification Form for Demolition and Asbestos Removal.

Mitigation Measure:

- MM AQ-1.** Any proposed fire pits shall be prohibited from burning wood. The fire pits shall be powered by natural gas, propane, and/or electricity.

- e) *Create objectionable odors affecting a substantial number of people?*

Less than Significant Impact. The CEQA Guidelines indicate that a significant impact would occur if the proposed project would create objectionable odors affecting a substantial number of people.

Individual responses to odors are highly variable and can result in a variety of effects. Land uses typically considered to be associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. The proposed project will not contain land uses typically associated with emitting objectionable odors. There are no significant odorous land uses near the project site.

During construction, the proposed project would operate equipment that may generate odors from VOC and diesel emissions. Potential construction odors would result from on-site construction equipment's diesel exhaust emissions, roofing, or paving operations. However,

these odors would be temporary and would dissipate rapidly from the source with increasing distance.

3.4 - Biological Resources

Would the project:

a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Impact. The project site is located in an area that has been developed with mixed land uses and is isolated from natural wildlife areas by the surrounding urban development. The project site does not contain any native plant or wildlife species because it is completely built-out and paved over. For these reasons, no impact associated with this issue is anticipated.

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Impact. The project site is in an urbanized area and is isolated from natural wildlife areas by the surrounding urban environment. The project site does not contain a riparian habitat or other sensitive natural community. For these reasons, no impact associated with this issue is anticipated.

c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. The project site is developed and located within an urbanized area in the City of Long Beach. There are no federally protected wetlands located within or near the project site. The nearest surface water is the Pacific Ocean located approximately 10 miles away. For these reasons, no impact associated with this issue is anticipated.

d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?*

No Impact. The project site is in an urbanized area and is isolated from natural wildlife areas and corridors by the surrounding urban environment. The project site does not contain any

migratory routes or corridors of any kind. For these reasons, no impact associated with this issue is anticipated.

e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No Impact. The project site is within an urbanized area that is not subject to any habitat conservation plan, natural community conservation plan, or local policy or ordinance relating to biological resource protection. For these reasons, no impacts associated with this issues is anticipated.

f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Impact. The project site is within an urbanized area that is not subject to any habitat conservation plan, natural community conservation plan, or local policy or ordinance relating to biological resource protection. For these reasons, no impacts associated with this issue is anticipated.

3.5 - Cultural Resources

Would the project:

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

Less Than Significant Impact with Mitigation Incorporated. In October 2009, a “*Final Historic Resource Assessment of the Artesia Farmers and Merchants Bank Branch, 3290 East Artesia Boulevard, Long Beach California*” (Appendix B) was prepared on behalf of the Proponent, Palm Desert Development Company. This was prepared by MBA to comply with CEQA, City of Long Beach Landmarks Criteria, and mitigation measures found in the City of Long Beach’s North Long Beach Redevelopment Program EIR. The research included a cultural resource records search at the South Coast Information Center at California State University - Fullerton. The assessment showed that the project site contained a structure built in 1961-1962. This was assessed for significance and found to qualify as a City of Long Beach Landmark under Criteria E (significant architectural type), Criteria I (visible neighborhood feature) and Criteria K (few remaining examples exist in the area). Because the Bank parcel shall be redeveloped, a photographic essay of the structure was undertaken within the MBA technical report to mitigate for the anticipated loss of the Bank building to redevelopment. The cultural resource document includes a large set of high quality photographs on a DVD. This has been submitted to the City as part of the project compliance documentation. No additional impacts to nearby historic resources are anticipated.

MM CR-1 Prior to the issuance of a demolition permit, and in consultation with the Director of Developmental Services or their designee, an historic preservation professional qualified in accordance with the Secretary of Interior Standards shall be selected to complete Documentation Reports on the eligible property to be demolished. The property determined to be eligible for City Landmark listing shall be documented with archival quality photographs of a type and format approved by the Director or their designee. The recordation document shall be completed and approved to the satisfaction of the Director or their designee. The approved document, along with historical background of the properties, shall be submitted to an appropriate repository approved by the Director or their designee.

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

No impact. The cultural resource records search found in the Historic Assessment (Appendix B) showed that no known cultural resources are located within ½ mile of the project site. In addition, the historical research showed that the property was a farmed field until late 1961, when a Bank building and associated parking lot were constructed upon it. These historical effects render the potential for impacts to cultural resources to low levels. As a result, no additional mitigation measures were recommended. For these reasons, no impacts associated with this issues is anticipated.

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

No impact. A soils study by Soils Southwest (2009) was undertaken in May 2009. Three subsurface borings were drilled and soils taken from them evaluated. This fieldwork showed that the project site is overlaid by a roughly 3-foot layer of engineered soil. This lies atop sandy to silty alluvium found in the maximum boring depth of 51 feet (Borehole #2). It is unlikely that excavations for the new structure will reach 20 feet below grade. While the potential for paleontological resources in this area is varied, it is highly unlikely that any significant paleontological resources will be uncovered unless grading reaches a depth of greater than 20 feet.. For these reasons, no impacts associated with this issues is anticipated.

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

No impact. The proposed project will not involve the disturbance of any formal cemetery, known burial ground, or place of interment. Because the upper three feet of soil below the existing parking lot has been disturbed by Bank construction (1961-1962), and because the property was once a farm (MBA 2009), the potential for impacts to human remains is considered extremely unlikely. For these reasons, no impacts associated with this issue is anticipated.

3.6 - Geology and Soils

Would the project:

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

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

No Impact. No known major faults cross the project site.

ii) *Strong seismic ground shaking?*

Less Than Significant Impact. The City is located in a seismically active area. Due to the proximity of nearby faults, moderate to severe ground shaking is a considerable seismic hazard. City building codes require that the proposed project be designed to comply with all applicable geological and seismic safety requirements of the California Building Code and the California State Public Resources Code. Thus, the exposure from hazards related to earthquake-induced ground shaking is considered less than significant.

iii) *Seismic-related ground failure, including liquefaction?*

Less Than Significant Impact. The City is located in a seismically active area. Due to the proximity of nearby faults, seismic-related ground failure and liquefaction is a considerable seismic hazard. City building codes require that the proposed project be designed to comply with all applicable geological and seismic safety requirements of the California Building Code and the California State Public Resources Code. Thus, the exposure from hazards related to seismic-related ground failure and liquefaction is considered less than significant.

iv) *Landslides?*

No Impact. The project site is located on a very flat plain with a slight slope to the south. The potential for landslides in this area is very slight. For this reason, no impacts associated with this issue are anticipated.

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

No Impact. Long term operations of the proposed facility, as well as construction grading and construction activities associated with the development of the proposed project will not

result in substantial soil erosion or loss of topsoil. For this reason, no impacts associated with this issue are anticipated.

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

No Impact. The project site is located on a very flat plain with a slight slope to the south. City building codes require that the proposed project be designed to comply with all applicable geological and seismic safety requirements of the California Building Code and the California State Public Resources Code, including grade recompaction standards. For this reason, no impacts associated with this issue are anticipated.

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

No Impact. City building codes require that the proposed project be designed to comply with all applicable geological and seismic safety requirements of the California Building Code and the California State Public Resources Code, including grade recompaction standards. For this reason, no impacts associated with this issue are anticipated.

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

No Impact. The proposed project does not propose to use septic tanks or alternative wastewater disposal systems. The project will tie into the City's sewer lines and wastewater disposal systems. For this reason, no impacts associated with this issue are anticipated.

3.7 - Greenhouse Gas Emissions

Would the project:

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less than significant. As shown in detail below, the project would result in a net decrease in greenhouse gas emissions; therefore, the project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

3.7.1 - Greenhouse Gas Inventory

This analysis is restricted to greenhouse gases identified by AB 32, which include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The proposed project would generate a variety of greenhouse gases during construction and operation, including several defined by AB 32 such as carbon dioxide, methane, and nitrous oxide.

The project may also emit greenhouse gases that are not defined by AB 32. For example, the proposed project may generate aerosols. Aerosols are short-lived particles, as they remain in the atmosphere for about one week. Black carbon is a component of aerosol. Studies have indicated that black carbon has a high global warming potential; however, the Intergovernmental Panel on Climate Change states that it has a low level of scientific certainty (IPCC 2007). Water vapor could be emitted from evaporated water used for landscaping, but this is not a significant impact because water vapor concentrations in the upper atmosphere are primarily due to climate feedbacks rather than emissions from project-related activities. The proposed project would emit nitrogen oxides and volatile organic compounds, which are ozone precursors. Ozone is a greenhouse gas; however, unlike the other greenhouse gases, ozone in the troposphere is relatively short-lived and can be reduced in the troposphere on a daily basis. Stratospheric ozone can be reduced through reactions with other pollutants.

Certain greenhouse gases defined by AB 32 would not be emitted by the proposed project. Perfluorocarbons and sulfur hexafluoride are typically used in industrial applications, none of which would be used by the project. Therefore, it is not anticipated that the project would emit perfluorocarbons or sulfur hexafluoride.

Greenhouse gas emissions from motor vehicles are assumed to remain the same over time because the emission factors used to estimate emissions from the motor vehicles that would access the project site are currently calculated as remaining constant. The on-road mobile inventory used the current version of the EMISSION FACTORS model (EMFAC 2007), and the off-road mobile inventory used the OFFROAD model for base emission factors. Both the EMFAC and OFFROAD Models develop carbon dioxide and methane emission estimates; however, they are not currently used as the basis for ARB's official greenhouse gas inventory, which is based on fuel usage information. It is important to note that the current versions of EMFAC and OFFROAD are not fuel-based, but apply a single carbon dioxide factor that is unchanged throughout future years. ARB is working to reconcile the emissions estimates from the fuel usage approach and the models. Implementation of adopted regulations (such as AB 1493) and anticipated regulations will reduce future motor vehicular emissions.

An inventory of greenhouse gas emissions generated by the project is presented below. The emissions are converted to metric tons of carbon equivalents (MTCO₂e) using the formula: MTCO₂e = (tons of gas) x (global warming potential) x (0.9072 metric tons of gas)

The project would emit greenhouse gases from upstream emission sources and direct sources (combustion of fuels from worker vehicles and construction equipment). An upstream emission source (also known as life cycle emissions) refers to emissions that were generated during the manufacture of products to be used for construction of the project. Upstream emission sources for the project include but are not limited to the following: emissions from the manufacture of cement; emissions from the manufacture of steel; and/or emissions from the transportation of building materials to the seller (i.e., URBEMIS only estimates the transportation of building materials locally). The upstream emissions were not estimated because they are not within the control of the project and to do so would be speculative at this time. Additionally, the CAPCOA White Paper on CEQA and Climate Change supports this conclusion by stating, “The full life-cycle of GHG [greenhouse gas] emissions from construction activities is not accounted for ... and the information needed to characterize [life-cycle emissions] would be speculative at the CEQA analysis level” (CAPCOA 2008). Therefore, pursuant to CEQA Guidelines Sections 15144 and 15145, upstream /life cycle emissions are speculative and no further discussion is necessary.

Greenhouse gas emissions from construction were estimated using URBEMIS, as is discussed in the Section 3.2 (Air Quality). The emissions of carbon dioxide from project construction equipment and worker vehicles are shown in Table 3.9. Emissions of nitrous oxide and methane are negligible. The emissions are from all phases of construction.

Table 3-9: Construction Greenhouse Gas Emissions

Phase (Year)	Carbon Dioxide Emissions (tons)	Emissions (MTCO ₂ e)
Demolition of existing building	30	27
Demolition of parking lot	5	5
Grading (2010)	18	16
Grading (2011)	12	11
Trenching	5	5
Asphalt paving	3	3
Building (2011)	273	248
Coating (2011)	1	1
Building (2012)	50	45
Coating (2012)	1	1
Total	398	361
Notes: MTCO ₂ e = metric tons of carbon dioxide equivalent, converted from tons by multiplying by 0.9072 and the global warming potential of 1. Source of carbon dioxide emissions: URBEMIS 2007 output in Appendix A.		

The proposed project would replace the existing uses. As shown in Table 3.10, the project would result in a net decrease in estimated emissions. This is due in large part to the assumed reduction in vehicle miles traveled.

Table 3-10: Operational Greenhouse Gas Emissions

Source	Greenhouse Gas Emissions (MTCO ₂ e per year)		
	Proposed	Existing	Net
Motor vehicles	313	2,277	-1,964
Natural gas	270	29	241
Indirect electricity	113	100	13
Refrigerants	396	56	340
Total	1,092	2,462	-1,370
Source: URBEMIS and spreadsheets contained in Appendix A. Net = proposed minus existing emissions			

b) *Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*

Less than significant with mitigation. As shown in the analysis section below, with implementation of certain mitigation measures, the project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The two plans that are explored below are the AB 32 Scoping Plan and the City of Long Beach Draft Sustainable City Action Plan.

3.7.2 - AB 32

In 2006, the California State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing greenhouse gas emissions in California. Greenhouse gases, as defined under AB 32; it includes carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 requires that greenhouse gases emitted in California be reduced to 1990 levels by the year 2020. ARB is the State Agency charged with monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases.

The ARB Board approved the 1990 greenhouse gas emissions level of 427 million metric tons of carbon dioxide equivalent (MMTCO₂e) on December 6, 2007 (ARB 2007). Therefore, emissions generated in California in 2020 are required to be equal to or less than 427 MMTCO₂e.

Under the current “business as usual” scenario, statewide emissions are increasing at a rate of approximately 1 percent per year as noted below. Also shown are the average reductions needed

from all statewide sources (including all existing sources) to reduce greenhouse gas emissions back to 1990 levels.

- 1990: 427 MMTCO₂e
- 2004: 480 MMTCO₂e (an average 11 percent reduction needed to achieve 1990 base)
- 2008: 495 MMTCO₂e (an average 14 percent reduction needed to achieve 1990 base)
- 2020: 596 MMTCO₂e “Business As Usual” (an average 28 percent reduction needed to achieve 1990 base)

The ARB Board approved the Climate Change Scoping Plan in December 2008. The Plan “proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health” (ARB 2008). The measures in the Scoping Plan will be in place by 2012. The proposed project would be consistent with the measures in the Scoping Plan with implementation of mitigation measures CC-1 and CC-2 as discussed below.

3.7.3 - Long Beach

The City of Long Beach has prepared a Draft Sustainable City Action Plan, which has goals for increasing City operations and community sustainability. These sustainability goals would also reduce greenhouse gas emissions within the City. Table 3.11 displays project consistency with the goals in the draft plan. As shown in the table, the proposed project is consistent with the draft plans with implementation of mitigation measures CC-1 and CC-2.

Table 3-11: Project Consistency with Long Beach Draft Sustainable City Action Plan

Applicable Draft Sustainable City Action Plan Goal	Project Consistency
Reduce community electricity use by 15 percent by 2020	Consistent with implementation of mitigation measure CC-2.
Facilitate the development of at least 8 Megawatts of solar energy within the community (private rooftops) by 2020.	Mitigation measure CC-1 requires either a green roof or solar power on the rooftop, as the implementation of both is not practical.
Reduce community natural gas use by 10 percent by 2020	Consistent with implementation of project design feature (design and construct to LEED certification standard) and mitigation measure CC-2.
At least 5 million square feet of privately developed LEED certified (or equivalent) green buildings by 2020.	Consistent with project design feature (design and construct to LEED certification standard).
Plant at least 10,000 trees in Long Beach by 2020.	Consistent with mitigation measure CC-1.

Table 3 11: Project Consistency with Long Beach Draft Sustainable City Action Plan (Cont.)

Applicable Draft Sustainable City Action Plan Goal	Project Consistency
100 percent of suitable alley and parking lot projects use permeable pavement by 2020	Consistent with mitigation measure CC-2, which requires implementation of Sustainable Sites credit 4.1.
Reduce vehicle emissions by 30 percent by 2020.	Mitigation measure CC-1 includes measures that would reduce vehicle emissions. Additionally, implementation of the project reduces greenhouse gas emissions in the City, as shown in Table 3.10.
Increase public transit ridership by 25 percent by 2016.	Mitigation measure CC-1 contains a measure to encourage transit ridership.
Increase bike ridership from 1 percent to 10 percent by 2016.	Mitigation measure CC-1 would encourage bike ridership.
Annual reduction in average pounds of solid waste generated per person per day	Consistent with project design feature (design and construct to LEED certification standard),, mitigation measure CC-1 (requires site design to incorporate space for recyclables), and mitigation measure CC-2 (Materials and Resource credit 3.2).
Reduce per capita use of potable water, exceeding the State mandate to achieve a demand reduction of 20 percent in per capita water use by the year 2020.	Consistent with LEED certification and with implementation of mitigation measure CC-2 (requires Sustainable Sites credit 2 and Water Efficiency credit 2)
Facilitate the development of 50 green roofs communitywide by 2016.	Mitigation measure CC-1 requires either a green roof or solar power on the rooftop, as the implementation of both is not practical.
Source: LB 2009 and Michael Brandman Associates	

Mitigation Measures

MM GHG-1 To be consistent with goals in the Long Beach Sustainable City Action Plan, the following measures shall be incorporated into the project and verified by a City of Long Beach representative prior to occupancy:

- a) Create a car-sharing program with fuel efficient cars (greater than 40 miles per gallon) and/or provide a minimum of one Zipcar, a rental car for group use (or equivalent) in the parking garage (www.zipcar.com);
- b) Provide information to the residents on how to use the transit system, including details on where the bus stops are located, route information, how to plan a bus trip, and potential destinations;
- c) Install short-term bicycle parking within 100 feet of the main entrance(s);
- d) There shall be room onsite for convenient storage for resident recyclables;

- e) The project shall implement a green roof system or install solar panels on the roof to cover three percent of the project's energy use.
- f) The project shall plant a minimum of five onsite trees.

MM GHG-2 The following Leadership for Energy and Environmental Design (LEED) credits in the LEED for Homes Rating System dated January 2008 (or equivalent in subsequent version) shall be complied with:

- Sustainable Sites 2, landscaping, (minimum of four points);
- Sustainable Sites 3, reduce local heat island effects;
- Sustainable Sites 4.1, permeable lot;
- Sustainable Sites 4.3, management of run-off from roof;
- Water Efficiency 2, irrigation system;
- Materials and Resource 3.2, construction waste reduction;
- Energy and Atmosphere 1.2, exceptional energy performance (2 points minimum)
- Energy and Atmosphere 9.1, high-efficiency appliances; and
- Energy and Atmosphere 9.2, water efficient clothes washer.

3.8 - Hazards and Hazardous Materials

Would the project:

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less Than Significant With Mitigation Incorporated. The nature of the residential use proposed for the project will involve only a limited amount of transport, use, or disposal of hazardous materials that are typical for a residential development. Construction activities associated with the proposed project would use a limited amount of hazardous and flammable substances and oils in the operation of heavy equipment for site grading. Construction vehicles onsite may require routine or emergency maintenance that could result in minor release of oil, diesel fuel, transmission fluid, or other materials. The potential for the release of these materials is considered low and, even if a release were to occur, it would not result in a significant hazard to the public, surrounding uses, or the environment due to the small quantities of these materials associated with construction vehicles.

Construction of the project would involve demolition of the commercial structure located on the site. Due to the age of the building, it may contain asbestos and lead-based paints and materials. The removal of any asbestos-containing materials would be required to comply with all applicable existing rules and regulations, including SCAQMD Rule 1403(Asbestos

Demolition and Renovation Activities). The California Code of Regulations, §1532.1, require testing, monitoring, containment, and disposal of lead-based materials such that exposure levels do not exceed CalOSHA standards.

Mitigation Measure:

MM HH-1 Compliance with SCAQMD Rule 1403 requires that the owner or operator of any demolition or renovation activity to have a survey for asbestos-containing materials (ACMs) performed prior to demolition. Any ACMs found must be remediated according to applicable standards to protect public health and safety. Testing for and any remediation of ACMs must occur before demolition permits are granted by the City for this project.

MM HH-2 Lead-based paint (LBP) exposure is regulated by California Occupational Safety and Health Administration (Cal OSHA) regulations. California Code of Regulations, §1532.1, requires testing, monitoring, containment, and disposal of LBP such that exposure levels do not exceed Cal OSHA standards. Testing for and any remediation of LBP must occur before demolition permits are granted by the City for this project.

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less Than significant Impact. Michael Brandman Associates prepared a Phase 1 Environmental Site Assessment (ESA) for the project site in May 2009 (Appendix C). The assessment included: 1) a reconnaissance of the subject site and immediate vicinity; 2) a compilation, review and interpretation of published reports and data available from various private, public and regulatory agencies; 3) a review of historical aerial photographs; and 4) an interview with one of the current employees of the Bank. This assessment revealed no evidence of Recognized Environmental Conditions (RECs) indicative of releases of threatened releases of hazardous substances on, at, in or to the project site. The report also indicated that, based on the review of properties listed by regulating agencies, there are no properties within a one-mile radius that might present an adverse environmental impact to the subject site.

In addition, the report indicates that a visual observation of the adjacent properties did not reveal any aboveground sources of contamination, such as drums, barrels, or tanks, which might have an adverse environmental impact on the project site. For this reason, no impacts associated with this issue are anticipated.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact. No school facilities are located within one-quarter mile of the project site. As discussed above, the proposed project will not involve handling, use, or disposal of significant quantities hazardous materials. For this reason, no impacts associated with this issue are anticipated.

d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact. The project site is not included on a list of hazardous materials sites, compiled pursuant to the Government Code Section 65962.5. For this reason, no impacts associated with this issue are anticipated.

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

No Impact. The project site is not within an adopted airport land use plan or within 2 miles of a public or private airport. The nearest airport or airstrip is Long Beach Airport, which is 4.4 miles south of the site. For this reason, no impacts associated with this issue are anticipated.

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

No Impact. The project is not within the vicinity of a private airstrip. The nearest airport or airstrip is Long Beach Airport which is 4.4 miles south of the site. For this reason, no impacts associated with this issue are anticipated.

g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

No Impact. The proposed project would not change the alignment of or access through streets serving the project site or surrounding area, and this would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. For this reason, no impacts associated with this issue are anticipated.

h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

No Impact. The project site is located in the midst of a fully developed, urbanized area. It is not adjacent to or intermingled with wildland areas. For this reason, no impacts associated with this issue are anticipated.

3.9 - Hydrology and Water Quality

Would the project:

a) *Violate any water quality standards or waste discharge requirements?*

No Impact. The project site is currently developed and storm water runoff from the project site will drain into the existing storm drain system. The site plans include a bioswale design in the adjacent landscaping consisting of turf grass around the project building. The project will comply with the RWQCB for Urban Runoff/discharge, and a Storm Water Pollution Prevention Plan (SWPPP). For this reason, no impacts associated with this issue are anticipated.

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

No Impact. The proposed project will not remove water from the project site, and there will be no ground water pumping during operations of the facility nor during the construction phase. For this reason, no impacts associated with this issue are anticipated.

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

No Impact. The project site is generally flat, and there are no watercourses within the project area or in the surrounding areas. Water runoff will flow into storm drains. For this reason, no impacts associated with this issue are anticipated.

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

No Impact. There are no watercourses within the project area or in the surrounding areas; therefore, no watercourses will be altered. The project will not substantially increase the rate or amount of surface runoff which would result in flooding. Runoff will decrease due to the

increase in landscaping designs for the project site. For this reason, no impacts associated with this issue are anticipated.

- e) *Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*

No Impact. The project will decrease impervious areas due to more landscaping compared to the current landscaping design. Runoff water amounts will decrease; therefore, the existing storm drain system will not be exceeded.

- f) *Otherwise substantially degrade water quality?*

Less than Significant Impact. No drainage courses are located in the project area. The proposed project will include the installation of bio-swales in the landscaped sections. This will allow rainwater to percolate into the ground naturally. For this reason, impacts related to water quality would be less than significant.

- g.) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact. According to the Federal Emergency Management Administration Flood Insurance Rate Maps (2008), the project site is located outside the 100-year flood zone. For this reason, no impacts associated with this issue are anticipated.

- h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

No Impact. According to the Federal Emergency Management Administration Flood Insurance Rate Maps (2008), the project site is located outside the 100-year flood zone. For this reason, no impacts associated with this issue are anticipated.

- i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

No Impact. The project site is not located within a 100-year flood hazard area and is not located near a levee or dam. For this reason, no impacts associated with this issue are anticipated.

- j) *Inundation by seiche, tsunami, or mudflow?*

No Impact. The project site is not located near any landlocked water; therefore, impacts from seiches and mudflows would not occur. The project site is located approximately 10

miles from the Pacific Ocean and would not be inundated by a tsunami. For this reason, no impacts associated with this issue are anticipated.

3.10 - Land Use and Planning

Would the project:

a) *Physically divide an established community?*

No impact. The proposed project on the Bank parcel is an infill project and involves the redevelopment of a small portion of land within an existing City block. The Windsor Gardens Convalescent Center will undergo a zone change compatible with City zoning regulations. Currently, the project site is occupied by an operating Bank branch with a parking lot that borders an alley and Indiana Avenue. Drive-through tellers windows are located on the southern side of the Bank. Ingress to these tellers occurs on a driveway that wraps around the Bank beginning in the northwest corner of the project site at the south (eastbound) side of Artesia Boulevard. Egress from the teller windows leads to short a driveway terminating at the west side of Indiana Avenue. Existing traffic and circulation patterns around and through the proposed project would not be radically changed as the proposed podium parking garage will be accessed via a similar western driveway pattern, with secondary access from the open alley located south of the project site. Pedestrian access to the building would be similar to that found at the existing Bank. The proposed residential use of the Bank site and the zone change for the Windsor Gardens center is similar to others directly adjacent to the proposed project and is compatible with land uses in the immediate vicinity. For these reasons, no impacts associated with this issue are anticipated.

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

Less Than Significant Impact. The Bank project site is currently designated Shopping Nodes LUD #8N by the General Plan and is zoned CCA (Automobile Oriented Commercial), while the Windsor Gardens center is also zoned CCA (Automobile Oriented Commercial). The proposed project would require a General Plan Amendment and Zone Change. The Amendment would change the General Plan designation from LUD #8 to High Density Residential LUD #4. The required change of zone will be from CCA to CCN for the Bank parcel and from CCA to CCN for the Winsor Gardens parcel. It is anticipated that the resultant GP and Zoning revisions will be consistent with the City of Long Beach General Plan and zoning provisions upon approval of the requested General Plan Amendment and Zone Change by the City Council. In addition the proposed project, including the proposed

zone change and general plan amendment, will not create a significant adverse unavoidable impacts, nor will it conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. For these reasons, impacts associated with this issue would be less than significant.

c) *Conflict with any applicable habitat conservation plan or natural communities conservation plan?*

No impact. The project site is not located within a habitat conservation plan area or natural community conservation plan area. For this reason, no impacts associated with this issue are anticipated.

3.11 - Mineral Resources

Would the project:

a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No impact. According to the City's General Plan, crude oil pumping forms the only mineral extraction within the City limits. The project site is not currently used for oil extraction nor are there any oil extraction land uses in any area directly adjacent to the project site. For these reasons, no impacts associated with this issue are anticipated.

b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No impact. Development of the proposed project would not result in the loss of the availability of a known mineral resource that would be of value locally. For this reason, no impacts associated with this issue are anticipated.

3.12 - Noise

Would the project result in:

a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less Than Significant With Mitigation.

Construction Noise.

The City's Noise Ordinance prohibits noise associated with construction and demolition between 7:00 p.m. and 7:00 a.m. on any weekday, except for authorized emergency work. Such activities are limited to the hours of 9 a.m. to 6 p.m. on Saturdays and is prohibited on Sundays. The proposed project would be required to comply with these standard City regulations and, therefore impacts with respect to exceeding City standards for construction noise would be less than significant.

Exposure of On Site Residence to Traffic Noise.

Although the proposed project would result in less trips than the current conditions, the proposed apartments, which are considered a noise sensitive use by the City, would be exposed to existing traffic noise from East Artesia Boulevard. Information contained the City's General Plan Circulation Element estimated traffic along East Artesia Boulevard near the Project site to be as much as 21,100 average daily trips (ADT) per day. In order to develop a rough estimate of the noise generated from these vehicle trips the Federal Highway Administration "Highway Traffic Noise Model", (FHWA-RD-77-108, December, 2008 version) was utilized. Results from the model indicated that noises levels along East Artesia would be approximately 76.5 dBA CNEL at 60 feet from the roadway centerline and 71.9 dB CNEL at 120 feet from centerline.

For traffic-related noise, impacts are considered significant if traffic noise would cause the interior ambient noise levels in multi-family residences to be above 45 dBA CNEL, which is set forth by California Noise Insulation Standards of the California Coed of Regulations (CCR). Title 24 standards apply when the forecast exterior noise level exceeds the compatibility threshold of 60 dBA CNEL for multi-family residential units set forth by the California Department of Health Services Office of Noise Control. Without appropriate mitigation, the Project has the potential to exceed these standards, resulting in a potentially significant impact.

Mitigation Measure:

- MM N-1** Prior to the issuance of building permits, an acoustical report must be submitted, reviewed, and approved by City of Long Beach Staff, in order to ensure that City noise requirements are met. Such report shall be prepared to the satisfaction of City Staff and shall, if necessary, include recommended measures to reduce noise exposures for residences to acceptable levels.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Operation of the project will not result in any excessive groundborne noise levels or groundborne vibration. There are no such vibration or groundborne sources associated with the proposed residential uses.

Construction activities can produce vibration that may be felt by adjacent uses. The construction of the proposed project would not require the use of equipment such as jackhammers and pile drivers, which are known to generate substantial construction vibration levels. The primary sources of vibration during construction would be from bulldozers, backhoes, crawler tractors, and scrapers. Construction impacts were assessed *using the* continuous/frequent intermittent structural damage vibration threshold of 0.5 peak particle velocity PPV for construction. A vibratory roller would produce the greatest amount of vibration on the project site, with a (PPV) of 0.210 inch per second at 25 feet, well below the 0.5 PPV standard. Therefore, construction-related vibration impacts from the proposed project on existing sensitive receptors would be less than significant.

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less Than Significant Impact. On site noise created from the proposed project would be similar to the noise create by existing residential uses in the area and would likely be less than the noise created under the existing conditions. Since the proposed project will actually create fewer vehicle trips than the existing use, there will be no substantial permanent increase in traffic-related ambient noise levels.

d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less Than Significant With Mitigation. Construction noise represents a short-term increase in ambient noise levels. Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, and sensitivity of nearby land uses, and the timing and duration of the construction activities. Short-term noise impacts could occur during construction activities either from the noise impacts created from the transport of workers and movement of construction materials to and from the project site, or from the noise generated onsite during demolition, ground clearing, excavation, grading, and construction activities.

Table 3.12 lists typical construction equipment noise levels for equipment that would be used during construction of the project. Construction activities are carried out in discrete steps, each of which has a unique mix of equipment and, consequently, unique noise characteristics. These sequential phases would change the character of the noise levels surrounding the construction site as work progresses. Despite the variety in the type and size of construction

equipment, similarities in the dominant noise sources and patterns of operation allow for categorizing noise ranges by work phase.

Table 3-12: Noise Associated with Typical Construction Equipment

Construction Phases	Maximum Noise Levels Measured (dBA at 50 feet)
Grading	89
Backhoe	90
Pneumatic tools	88
Air compressor	86
Crane	83
Plate compactor	89
Concrete vibrator	85
Trucks	87

Source: Federal Transit Agency, 1995.

Based on proximity to the project site, the existing convalescent hospital that is approximately 25 feet to will be the area most affected by project construction noise. Noise levels at these receptors represent the worst-case scenario, and any off-site receptors would experience noise levels that are less than those predicted for the proposed project. It should also be noted that the CEQA requirements target a project’s effects on the environment in general and not on a project’s effects on specific individuals.

Based on operation of a backhoe which is the noisiest equipment listed in Table 3.12, the maximum noise level would exceed 90 dBA near the convalescent home. Note that construction noise often varies significantly on a day-to-day basis, and the noise levels shown in the table represent a worst-case scenario. Noise levels based on construction noise at 90 dBA measured at 50 feet from project site; assume a 6 dBA reduction for each doubling of distance. Noise level depicts peak levels and does not predict the 24-hour weighted average (CNEL).

Construction noise would occur during clearing, grading and construction, but would be the most noticeable during the initial period of intensive grading. High noise levels resulting from construction activities generally would be limited to daytime hours, between 7:00 a.m. and 8:00 p.m. Monday through Saturday (excluding Sundays and legal holidays). The noise created would also be of limited and variable duration and would occur only during the construction phase of the project. Consequently, the noise generated from construction may at times represent a substantial temporary increase over existing noise levels.

Mitigation Measure

MM NOI-2 Construction activities shall adhere to the following noise requirements:

- All construction equipment shall utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.
- Hours of construction shall comply with those established in the City of Long Beach Municipal Code construction activity noise regulations. Those hours are 7:00 PM and 7:00m AM on any weekday, 9:00 AM to 6:00 PM on Saturdays and is prohibited on Sundays.

MM NOI-3 At the time the grading permit application is submitted, the project proponent shall submit a construction noise mitigation plan to the City of Long Beach for review and approval. The plan shall depict the location of construction equipment and describe how noise would be mitigated through methods such as, but not limited to, locating stationary noise-generating equipment (such as pumps and generators), as far as possible from nearby noise-sensitive receptors. Where practicable, noise-generating equipment shall be shielded from nearby noise-sensitive receptors by noise-attenuating buffers such as structures or haul trucks trailers. Onsite noise sources such as heavy equipment located less than 200 feet from noise-sensitive receptors shall be equipped with noise-reducing engine housings. Portable acoustic barriers able to attenuate at least six dBA shall be placed around noise-generating equipment located within 200 feet of residences may also be required. Water tanks and equipment storage, staging, and warm-up areas shall be located as far from noise-sensitive receptors as possible. The construction noise mitigation plan shall be prepared and implemented to the satisfaction of the City Planning Director.

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

Less Than Significant Impact. The project is not located within the boundaries of an airport land use and the nearest airport, Long Beach Airport, is located approximately 4.4 miles away.

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

No Impact. The project site is not located in the vicinity of a private airstrip.

3.13 - Population and Housing

Would the project:

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

Less Than Significant Impact. The proposed project will introduce 61 dwelling units in the City, which may slightly increase the total population. According to the California Department of Finance, City/County Population and Housing Estimates, 1/1/2009 (DOF 2009), the average number of persons per dwelling unit in the City of Long Beach was 2.90. Implementation of the proposed project would introduce 177 persons into the proposed project area. The addition of 177 new residents is approximately 1/100th of three percent of the City's population in 2009. The proposed project is being developed in accordance with the City of Long Beach 2008-2014 Housing Element, Goals by providing additional affordable housing. This increase is not considered substantial.

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

No Impact. Currently, the proposed project site has one commercial building, and there are no existing residents on the project site. There will be no displacement of residents; therefore, no impacts are anticipated.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. Currently, the proposed project site has one commercial building, and there are no existing residents on the project site. There will be no displacement of residents; therefore, no impacts are anticipated.

3.14 - Public Services

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

i) *Fire protection?*

Less Than Significant Impact. The City of Long Beach Fire Department provides fire protection for the proposed project area. The project site is located 1.2 miles east of the nearest fire station located at 6509 Gundry Avenue. The addition of 61 apartments at the project site will result in a small increase in demand for fire protection services, and it will not trigger the need for new or altered facilities. Although the project incrementally contributes to demand for additional fire service, a Fire Facility Fee has been established by the City that applies to new development and, when collected for this project, will offset the incremental demand created.

Fire protection impacts will be further addressed by the incorporation of standard design features required by the City of Long Beach to be included in the design and construction of new development such as fire hydrants, sprinklers, fire flow standards, access requirements, construction requirements, and other measures designed to increase fire safety.

ii) Police protection?

Less Than Significant Impact. The proposed project site is located approximately 11 miles north of the Long Beach Police Department Headquarters. It is estimated that the proposed project could add up to 177 residents (see Population and Housing section of this document). This increase is minimal and will not trigger the need for new or physically altered police facilities. Although the project incrementally contributes to demand for additional police protection services, a Police Facility Fee has been established by the City that applies to new development and, when collected for this project, will offset the incremental demand created.

iii) Schools?

No Impact. The proposed project is the development of active senior housing. For this reason, no impacts associated with this issue are anticipated.

iv) Parks?

Less Than Significant Impact. The proposed project will include private recreation amenities within the apartment complex. The nearest community park is Ramona Park located directly south of the proposed project site, which is regularly used by the neighborhood residents. According to the Second Amendment to the North Long Beach Redevelopment Plan Initial Study (City of Long Beach 2008), any new residential developmental project in the North Project Area will be assessed a per-unit park facilities fee determined by the City Council upon issuance of building permits to assist in offsetting the impact on park facilities. Therefore, there will be no impacts in this regard. For these reasons, no impacts associated with this issue are anticipated.

v) *Other public facilities?*

No Impact. The proposed project is not expected to adversely affect any other public services.

3.15 - Recreation

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

No Impact. The proposed project will be built to accommodate seniors 55 years and older. Ramona Park lies directly south of the project site and members of the community will have direct access to the Park. According to the Second Amendment to the North Long Beach Redevelopment Plan Initial Study (City of Long Beach 2008), any new residential developmental project in the North Project Area will be assessed a per-unit park facilities fee determined by the City Council upon issuance of building permits to assist in offsetting the impact on park facilities. For these reasons, no impacts associated with this issue are anticipated.

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?*

No impact. The proposed project shall include a pool, a yoga room, exercise rooms and other planned facilities wholly incorporated into the design of the building. Because they are part of the entire structure, the planned-for recreational facilities will not have an adverse impact on the environment. For these reasons, no impacts associated with this issue are anticipated.

3.16 - Transportation/Traffic

Would the project:

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

Less Than Significant Impact. The proposed project will generate a substantially smaller amount of average daily vehicle trips (ADT) than the drive through bank that is currently located at the project site. In order to compare the number of vehicle trips generated by the proposed project versus the current use ADT for each uses was calculated based on the generation factors for each use contained in *Trip Generation* (8th edition, 2008) prepared by

the Institute of Traffic Engineers (see Appendix D for summary of trip generation rates). Based on a rate of 148 ADT per thousand square feet of floor are for the 20,800 square foot bank building, which includes a drive-through facility, the project site currently generates an estimated 3,078 ADT. In contrast when the ITE trip generation rate of 3.48 ADT per dwelling is applied to the 61 dwellings comprising the proposed project, an estimated 212 ADT is generated. Therefore, the proposed project would result in a substantial decrease in traffic and will not cause increase with respect to increased traffic that will overload the existing street system or increase congestion at intersections.

- b) *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

Less Than Significant Impact. As noted in Section 3.14a above, the proposed project would actually reduce the number of vehicle trips when compared to the existing condition. Therefore, the proposed Project will not contribute to increase in congestion for any roads or highways.

- c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

Less Than Significant Impact. The proposed project will result in a decrease in vehicle trips and will not cause a change in air traffic patterns. The Project is not in the vicinity of any airports and will be approximately 35-40 feet in height. Therefore, the completed project will not create a hazard with respect to the height of the proposed building.

- d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less Than Significant Impact. The existing Bank takes access off of East Artesia Boulevard and Indiana Avenue. Access from East Artesia Boulevard is limited in the eastbound lane to Right-In/Right-Out turn movements by a raised median. Access from Indiana Avenue is unrestricted, and there is a stop sign at the intersection of East Artesia Boulevard and Indiana Avenue that provides for traffic control. The access for the proposed project is the same as the current condition, except that access to Indiana Avenue would be south of the current driveway off of the alley along the southern edge of the project site. There are no sharp, curves, dangerous intersections or incompatible uses that will result in increased hazards.

- e) *Result in inadequate emergency access?*

Less Than Significant Impact. Emergency access to the project site is provided from both Artesia Boulevard and Indiana Avenue. In addition, access within the project will be

required to meet the Long Beach Fire department requirements related to lane widths, turning radii, fire hydrant locations and access to project entry gates.

f) *Result in inadequate parking capacity?*

Less Than Significant Impact. Parking will be provided in accordance with the requirements of the Long Beach Zoning Code. The zoning code requires one parking space for every two bedrooms as well as one guest parking space for every 4 dwelling units. Based on the 49 one bedroom and 12 two bedroom dwellings proposed, 52 parking stalls would be required. There are 89 parking stalls proposed, which are comprised of a mixture of 66 garage spaces, 16 surface spaces and 7 surface parallel spaces. The parking spaces provided are well in excess of City requirements.

g) *Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?*

Less Than Significant Impact. The proposed project will not interfere or conflict with plans, or programs related to alternative transportation. The project will be required to comply with all applicable City requirements, standards and guidelines related to alternative transportation. In addition, the project will not affect any of the existing improvements/rights-of-way presently included with Artesia Boulevard or Indiana Avenue.

3.17 - Utilities and Service Systems

Would the project:

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

Less than Significant. Although the proposed development will intensify residential development on the project site and therefore generate an increase in wastewater, all utilities and services are currently in place with no new facilities are anticipated by the City given current City population growth rates. The North Long Beach Redevelopment Plan (City of Long Beach 2008) indicates that new utility systems will not be required nor will there be increased capacity that will exceed the requirements of the applicable Regional Water Quality Control Board. For these reasons, no impacts associated with this issue are anticipated.

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

Less than Significant. Although the proposed development will intensify residential development on the project site and therefore generate an increase in wastewater, all utilities and services are currently in place and no new facilities are anticipated by the City given current City population growth rates. The North Long Beach Redevelopment Plan (City of Long Beach 2008) indicates that new utility systems will not be required nor will there be increased capacity that will exceed the requirements of local wastewater treatment facilities. For these reasons, no impacts associated with this issue are anticipated.

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

Less than Significant. Although the proposed development will intensify residential development on the project site and therefore potentially generate an increase in storm water runoff, all utilities and services are currently in place and no new facilities are anticipated by the City given current City population growth rates. The North Long Beach Redevelopment Plan (City of Long Beach 2008) indicates that new utility systems will not be required nor will there be increased capacity that will exceed the requirements of local storm water drainage and treatment facilities. For these reasons, no impacts associated with this issue are anticipated.

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

Less than Significant. Although the proposed development will intensify residential development on the project site and therefore generate an increased need for water supplies, all utilities and services are currently in place and no new facilities are anticipated by the City given current City population growth rates. The North Long Beach Redevelopment Plan (City of Long Beach 2008) indicates that new water supplies will not be required for developments in this area. For these reasons, no impacts associated with this issue are anticipated.

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

Less than Significant. Although the proposed development will intensify residential development on the project site and therefore generate an increased need for wastewater treatment, all utilities and services are currently in place and no new facilities are anticipated by the City given current City population growth rates. The North Long Beach Redevelopment Plan (City of Long Beach 2008) indicates that wastewater treatment

providers capacity will not be exceeded. For these reasons, no impacts associated with this issue are anticipated.

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

Less than Significant. The North Long Beach Redevelopment Plan (City of Long Beach 2008) indicates that with redevelopment in the various subareas might result in an increase in solid waste disposal. It was found that solid waste management practices in the City through its South East Resource Recovery Facility (SERFF) and recycling initiatives have limited the amount of solid waste that must be diverted to landfills. It is anticipated that continuation of these policies will not result in a net increase in solid waste as a result of this project. For these reasons, no impacts associated with this issue are anticipated.

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

Less than Significant. The North Long Beach Redevelopment Plan (City of Long Beach 2008) indicates that with redevelopment in the various subareas might result in an increase in solid waste disposal. It was found that solid waste management practices in the City through SERFF and recycling initiatives have allowed the City to comply with all statutes and regulations related to solid waste. For these reasons, no impacts associated with this issue are anticipated.

3.18 - Mandatory Findings of Significance

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

Less Than Significant Impact. As noted in Section 3.4, the proposed project is located in a completely urbanized area with street trees and Ramona Park trees to the south of the project site. The proposed project would not have the potential to substantially reduce habitats, wildlife populations, communities, or restrict the range of endangered plants and animals. While the project will result in the demolition of a structure more than 45 years old, evaluation of the structure and mitigation for impacts during that evaluation has reduced potential impacts to historic resources to less than significant

- b) *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when*

viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact. Review of each environmental issue shows that potential cumulative impacts are, in total, less than significant.

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

Less Than Significant Impact. Review of each environmental issue with respect to direct and indirect adverse impacts to human beings shows that the impacts are, in total, less than significant.

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SECTION 5: LIST OF PREPARERS

Michael Brandman Associates - Environmental Consultant

Michael Brandman Associates
621 E. Carnegie Drive, Suite 100
San Bernardino, CA 92408
Phone: 909.884.2255
Fax: 909.884.2113

Project Director Frank Coyle
Project Director Bob Prasse
Project Manager Michael Dice
Staff Archaeologist..... Arabesque Said
Editor Michael Dice/ Arabesque Said
GIS/Graphics George Checkal
Word Processing..... Nancy Van Westbroek

Appendix A: Air Study Data

Appendix B: Cultural Resources Assessment

**Appendix C:
Phase I ESA**

Appendix D: Trip Generation Data