Long Beach Citadel Project

Initial Study – Mitigated Negative Declaration

prepared by

City of Long Beach
333 W. Ocean Boulevard, 5th Floor
Long Beach, California 90802
Contact: Craig Chalfant, Planner

prepared with the assistance of

Rincon Consultants, Inc.
250 East 1st Street, Suite 301
Los Angeles, California 90012

March 2018

Rincon Consultants, Inc.
Environmental Scientists Planners Engineers
www.rinconconsultants.com

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Initial Study

1 Project Title

Long Beach Citadel Project

2 Lead Agency Name and Address

City of Long Beach
333 W. Ocean Boulevard, 5th Floor
Long Beach, California 90802

3 Contact Person and Phone Number

Craig Chalfant, Senior Planner
(562) 570-6368

4 Project Location

The project site comprises approximately 3.6 acres at 3012 Long Beach Boulevard and 455 East Spring Street in the City of Long Beach. The site includes Assessor Parcel Numbers (APNs) 7207-019-55 to 56, and 051, 7207-020-20 to 26, 60, and 61. The site lies along the north side of East Spring Street, east of the intersection with Long Beach Boulevard. The site includes portions of Elm and Pasadena Avenues just north of East Spring Street. Figure 1 shows the location of the site in the region and Figure 2 shows the project site in its neighborhood context.

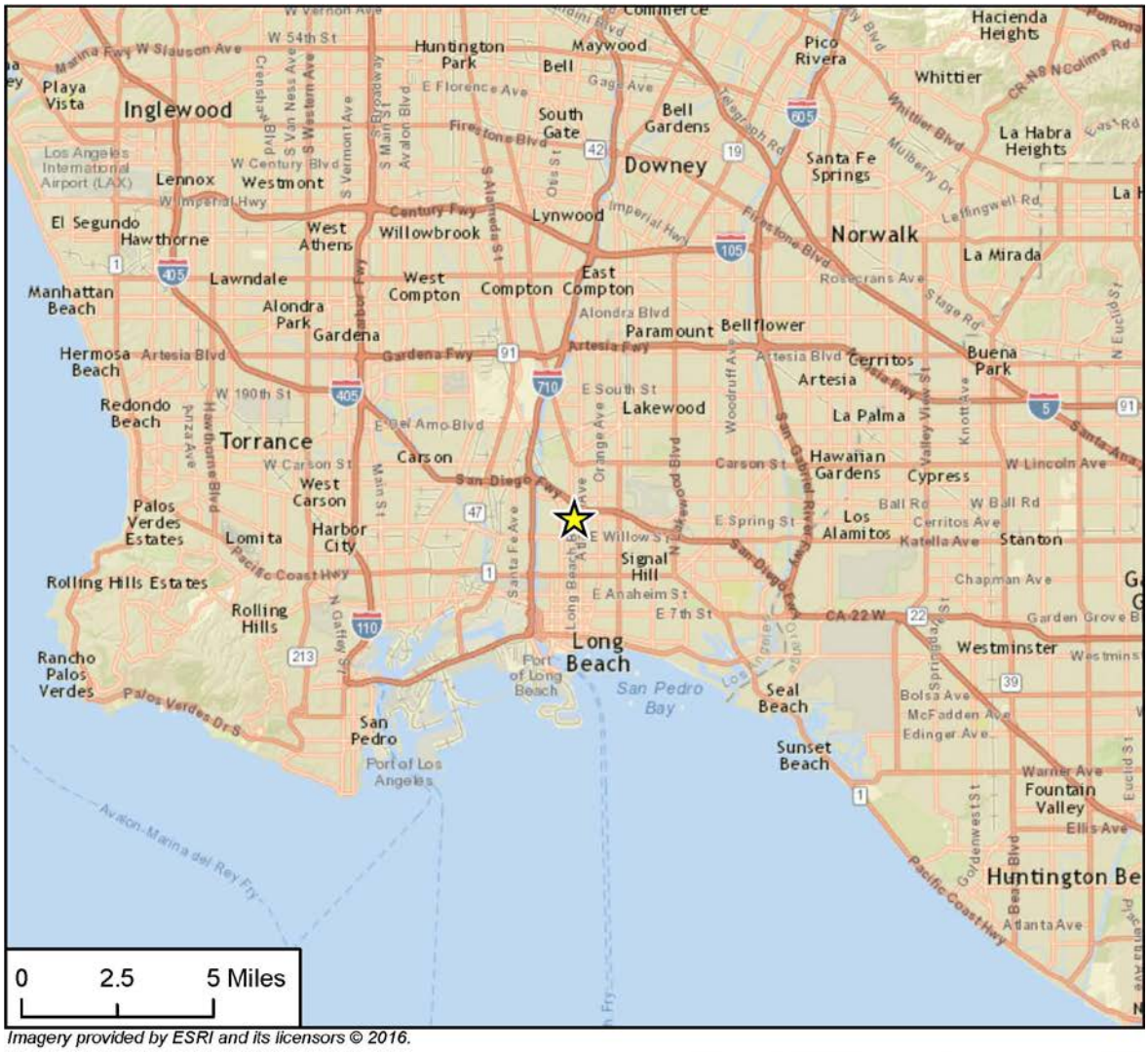
5 Project Sponsor's Name and Address

The Salvation Army
Long Beach Citadel Corps
3012 Long Beach Boulevard
Long Beach, California 90807

6 Existing Setting

The project site is a portion of the existing Salvation Army Citadel campus. The campus as a whole includes a social services building, administrative offices, a chapel, and a multipurpose building. The project site includes a parking lot and vacant land. The project site is bordered by single-family residences and oil fields to the north and east, oil fields to the southeast, and a parking lot to the south. Figure 3 shows photographs of the project site.

Figure 1 Regional Location



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Project Location

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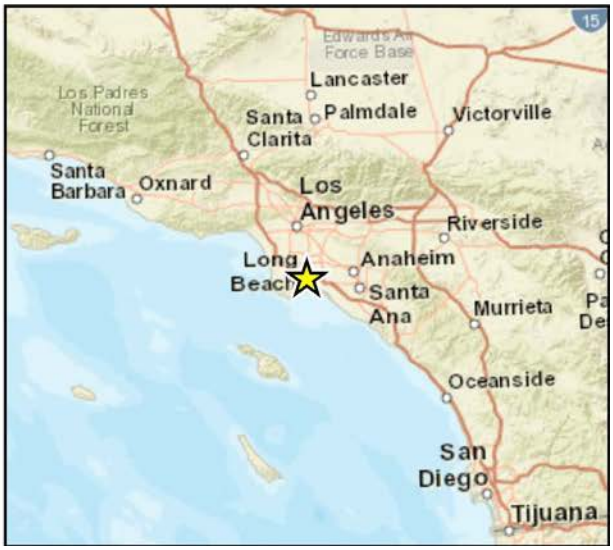


ISMND Fig 1 Regional Location

Figure 2 Project Location

Figure 3 Site Photographs

Photo 1: Location of proposed soccer field as viewed from Elm Avenue, looking east.

Photo 2: Location of proposed gymnasium as viewed from Elm Avenue, looking west.

7 General Plan Designation

Per the Long Beach General Plan Land Use Element (1989), the project site is located in the Memorial Heights Neighborhood, and the site location is currently designated Mixed Use.

8 Zoning

As shown in Figure 4, the area of the project site located at the northwest corner of Elm Avenue and East Spring Street is zoned Community Commercial Automobile-Oriented (CCA). The area of the project site located along East Spring Street is zoned Institutional (I). The remainder of the site, adjacent to the single-family residences to the north, is zoned Single-family Residential, standard lot (R-1-N).

9 Description of Project

As shown in Figure 2, the project site is a portion of the existing Salvation Army Citadel Campus. The campus is partially developed with a social services building, administrative offices, a chapel hall, a 2,650 square foot multipurpose room, and a parking lot. The rest of the site is vacant.

General Characteristics

The project involves the construction of a two-story gymnasium with a fitness center and activity room. The project would also include a new 70-space parking lot (described below) and a youth soccer field. The project would require the vacation of a portion of Elm Avenue that passes through the site and a north south alley located between Elm and Pasadena Avenue. Elm Street would become a cul-de-sac at the northern site boundary.

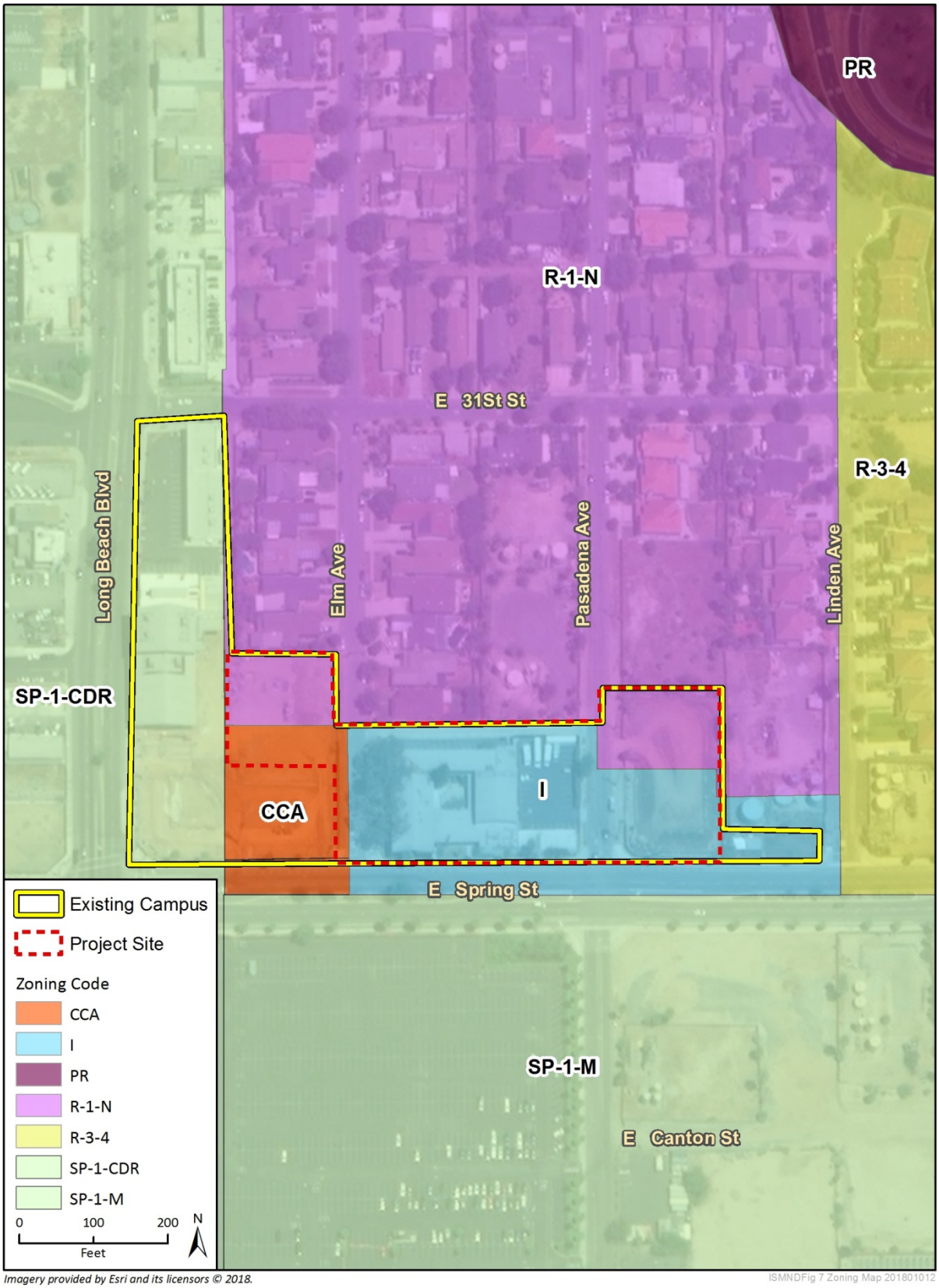
Gym access would be provided by drive lanes from Spring Street and Long Beach Boulevard, through the existing parking lot located at the intersections of these two streets. Landscaped areas and decorative fences would be located along the main street corridors and along the perimeter of the campus area. Monument signs would be located at the corner points of the campus. A hammerhead turn is proposed on Elm Avenue, which would provide easier emergency access.

Table 1 provides a summary of the project components, and Figure 5 shows the proposed site plan.

Table 1 Project Summary

Project Area	
Proposed	
Gymnasium	22,391 sf
Soccer Field	37,600 sf
Total	59,991 sf
Parking Stalls	
Proposed	70 spaces

Figure 4 Existing Zoning Map



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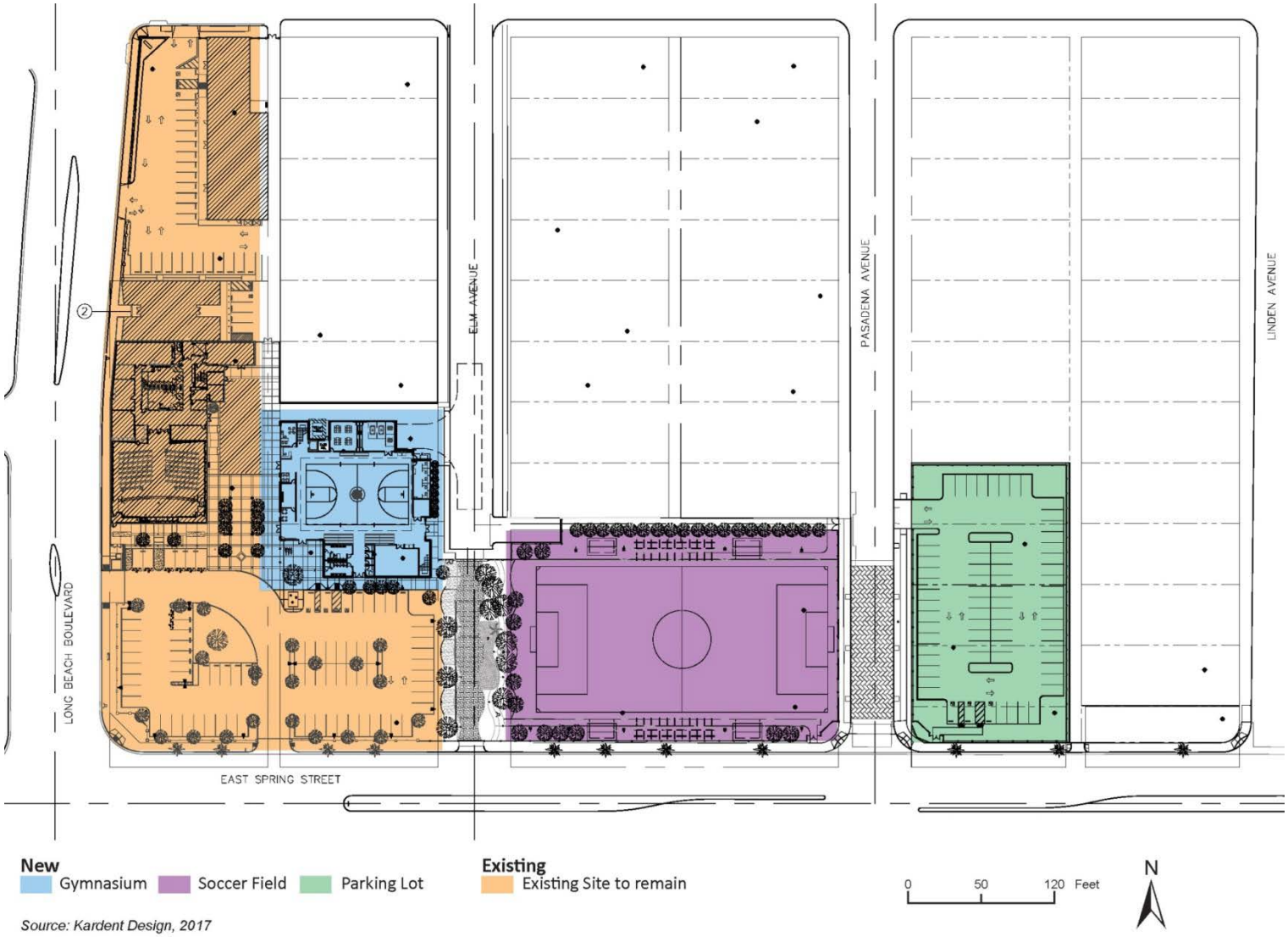
Zoning Data: City of Long Beach, 2016.

ISMNDFig 7 Zoning Map 201801012

Figure 5 Site Plan



Source: Kardent Design, 2017

Access and Parking

The project includes the addition of a 70-space parking lot near the northeast corner of Pasadena Avenue on East Spring Street. With the addition of these new spaces, the campus would have a total of 190 spaces.

Access to the project site would be provided by driveways to the parking lot on the corner of Spring Street and Long Beach Boulevard and a driveway to the parking lot on Pasadena Avenue. The southern end of Pasadena Avenue would be closed and gated between the proposed youth soccer field and the new parking lot. These gates would allow for the area to become a pedestrian walkway while still allowing emergency vehicle access to the field and East Spring Street. The main entry and drop-off plaza will be on the corner of Long Beach Avenue and East Spring Street with driving lanes accessing each street and two other parking lots with 60 spaces each. Elm Avenue where it passes through the project site and the alley between 31st Street and East Spring Street, adjacent to the existing chapel building and proposed gym, would be vacated to provide pedestrian promenades.

Water Quality and Drainage

The project would incorporate biofiltration planting areas and an underground pipe collector system.

Existing Oil Wells

The project site is located in the Long Beach Oil Field, and contains Department of Conservation – Division of Oil, Gas, and Geothermal Resources (DOGGR) oil wells that have been previously plugged and abandoned. Oil wells that were abandoned after 1985 were abandoned according to current standards. DOGGR requires wells that were abandoned prior to 1985 be re-abandoned when feasible. Some of the existing wells on-site may have been abandoned prior to 1985, while others may have been abandoned post 1985. Per the DOGGR Construction Site Plan Review Program, qualifying wells would require re-abandonment prior to construction, per current DOGGR standards. The project would re-abandon the necessary existing wells that are located on-site in compliance with Section 3208.1, Division 3 of the Public Resources Code, to ensure that construction would not take place over previous, improperly abandoned wells.

Specific Plan

The project includes a zone change that would include the entire site in the Midtown Specific Plan area. A portion of the western edge of the campus is already located in the boundaries of the Plan, and this action would ensure that the entire property is governed by the same Plan.

10 Required Approvals

The following entitlements are required for the proposed development:

- Zone Change from Commercial and PD-29 to SP-1, The Midtown Specific Plan
- Site Plan Review
- Approval of a General Plan Conformity Finding to vacate approximately 120 feet of Elm Street and approximately 150 feet of the alleyways adjacent to the existing chapel

11 Surrounding Land Uses and Setting

Surrounding land uses include the existing Salvation Army Citadel facility to the west, single-family residences and oil fields to the north and east, and oil fields and a shopping center parking lot to the south. Currently, the project site is vacant.

12 Other Public Agencies Whose Approval is Required

The City of Long Beach is the lead agency with responsibility for approving the proposed project. To re-abandon existing oil wells on-site, approval from the Division of Oil, Gas, and Geothermal Resources is also required.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
■	Biological Resources	■	Cultural Resources	☐	Geology and Soils
☐	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials	☐	Hydrology and Water Quality
☐	Land Use and Planning	☐	Mineral Resources	■	Noise
☐	Population and Housing	☐	Public Services	☐	Recreation
■	Transportation/Traffic	■	Tribal Cultural Resources	☐	Utilities and Service Systems
■	Mandatory Findings of Significance				

Determination

Based on 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 to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potential 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.

Signature — Date: 3/1/18

Craig Chalfant — Printed Name

Planner — Title

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Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Substantial adverse effect on a scenic vista	□	□	■	□
b. Substantial damage to scenic resources, including but not limited to trees, rock outcroppings, and historic buildings along a state scenic highway	□	□	■	□
c. Substantially degrade the existing visual character or quality of the site and its surroundings	□	□	■	□
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area	□	□	■	□

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

The site is located in an urbanized area of Long Beach and is bordered by single-family residences to the north and east of the project site. A large parking lot is located south of the site and oil extraction facilities are located to the north and southeast of the site. The site is not located near any scenic vistas, as identified in the City's Resource Conservation Element (Long Beach 1975). The site and surroundings are flat and do not offer scenic vistas. There are no views of the ocean from the project site, as it is located approximately 3.5 miles from the coastline.

The project includes the construction of a two-story multi-purpose gymnasium building, a parking lot, and a youth soccer field. The proposed gymnasium building is similar in character and height to the multipurpose building and chapel building that are currently on campus, as well as the businesses and residences in the area. Although the project would alter views from adjacent residences on Elm Ave and Pasadena Ave, it would not adversely affect any identified scenic vistas, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The site contains a few trees and other bushes, which are ornamental and scattered throughout the site. Some of these trees would be removed in order to construct the new building, parking lot, and soccer field. There are no rock outcroppings or historic buildings on the site. New landscaping would be added to the site in conjunction with the project. The only designated scenic route established by the Long Beach General Plan Scenic Routes Element is Ocean Boulevard, located approximately six miles south of the project site near the mouth of the Los Angeles River. The project site is not in the view shed of Ocean Boulevard, and there are no State-designated scenic highways are located in the city of Long Beach. Although the site contains trees that may be removed, since the project would not damage scenic resources, impacts are less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project site is located in a residential, commercial, and industrial area of Long Beach. The areas to the north and east contain single-family residences and the areas to the east and south contain oil fields and commercial development.

The height of proposed buildings would be similar to that of surrounding buildings and would conform to Long Beach's height limits for the property, which range between two and four stories (Long Beach Development Services, 2016, p. 66). The max height of the proposed project is two stories. Additionally, there are other two-story buildings in the general vicinity of the project site and the current Salvation Army building on the campus is two stories tall.

The project would change the visual character of the site. However, the new development would visually enhance the site through the introduction of new landscaping, a soccer field and a new building that would be compatible with other development in the area. As the project would not degrade the visual character or quality of the site or surroundings, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The campus is currently developed with a social services building, administrative offices, a renovated chapel hall, a 2,650 square feet multipurpose room, and a parking lot. A portion of the project site is currently undeveloped, but previously contained a two-story chapel building. The site and its surroundings are located in an urbanized environment with high levels of nighttime lighting.

The project involves the construction of a multi-purpose gymnasium building, parking lot, and a soccer field. Light and glare from the proposed building would be similar to the light and glare currently produced from the existing two-story chapel and programs building on-site. The security lighting proposed for the project would impact the surrounding area. However, it would be comparable to the existing lighting on the campus as well as lighting associated with the existing residential, commercial, and industrial facilities surrounding the site. Additionally, the project would be required to comply with the lighting requirements of the Long Beach Municipal Code (LBMC), including Section 21.41.259, which states that all parking lots shall be illuminated with lights

directed and shielded to prevent light and glare from intruding onto adjacent sites. As all light would be directed and shielded on site, and since views in the area would not be adversely affected, this impact is less than significant.

LESS THAN SIGNIFICANT IMPACT

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2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land. This includes the Forest and Range Assessment Project and the Forest Legacy Assessment Project, along with the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use	□	□	□	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract	□	□	□	■
c. Conflict with existing zoning for or cause rezoning of forest land (as defined in Public Resources Code Section 12220[g]); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])	□	□	□	■
d. Result in the loss of forest land or conversion of forest land to non-forest use	□	□	□	■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use	□	□	□	■

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

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

e. Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

There are no agricultural zones or forest lands in Long Beach, which has been fully urbanized for over half a century. The proposed project would have no impact upon agricultural or forest resources.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Conflict with or obstruct implementation of the applicable air quality plan	□	□	■	□
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation	□	□	■	□
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)	□	□	■	□
d. Expose sensitive receptors to substantial pollutant concentrations	□	□	■	□
e. Create objectionable odors affecting a substantial number of people	□	□	■	□

The project site is inside the South Coast Air Basin (the Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The local air quality management agency is required to monitor air pollutant levels to ensure that applicable air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether or not the standards are met or exceeded, the Basin is classified as being in "attainment" or "nonattainment." The part of the Basin in which the project site is located is in nonattainment for both the federal and state standards for ozone, particulate matter (PM_{10} and $PM_{2.5}$), and lead, as well as the state standard for nitrogen dioxide (NO_X) (CARB 2011, 2013). Thus, the Basin currently exceeds several state and federal ambient air quality standards and is required to implement strategies that would reduce the pollutant levels to recognized acceptable standards. This non-attainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources in the Basin. The SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards.

The SCAQMD has adopted the following thresholds for temporary construction-related pollutant emissions:

- 75 pounds per day reactive organic compounds (ROC)
- 100 pounds per day NO_X
- 550 pounds per day carbon monoxide (CO)
- 150 pounds per day sulfur oxides (SO_X)
- 150 pounds per day PM_{10}
- 55 pounds per day $PM_{2.5}$

The SCAQMD has adopted the following thresholds for operational pollutant emissions:

- 55 pounds per day ROC
- 55 pounds per day NO_X
- 550 pounds per day CO
- 150 pounds per day SO_X
- 150 pounds per day PM_{10}
- 55 pounds per day $PM_{2.5}$

The SCAQMD has also developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the SCAQMD's California Environmental Quality Act (CEQA) Air Quality Handbook. LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that would not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor. LSTs only apply to emissions in a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed only for NO_X, CO, PM_{10}, and $PM_{2.5}$. LSTs do not apply to mobile sources such as cars on a roadway (SCAQMD June 2003).

LSTs have been developed for emissions in areas up to five acres in size, with air pollutant modeling recommended for activity in larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The proposed project involves approximately 3.6 acres of on-site grading and construction. SCAQMD's Sample Construction Scenarios for Projects Less than 5 Acres in Size contains methodology for determining the thresholds for projects that are not exactly one, two, or five acres in size. This methodology was implemented to determine the thresholds for the proposed project. The project site is located in Source Receptor Area 4 (SRA-4, Long Beach). LSTs are provided for sensitive receptors at a distance of 82 to 1,640 feet from the project site boundary. Sensitive receptors typically include residences, schools, hospitals, and the elderly. The closest sensitive receptors to the project site are the residential houses approximately 25 feet north of the project site. Although the closest sensitive receptor is approximately 25 feet from the project site, LSTs are only available for distances of 82 feet. Therefore, the 82-feet (25 meters) threshold was used. LSTs for construction on a 3.6-acre site in SRA-4 are shown in Table 2.

Table 2 SCAQMD LSTs for Emissions in SRA-4

Pollutant	Allowable emissions[1] (lbs/day)
Gradual conversion of NO_X to NO_2	104
CO	1,209
PM_{10}	11
$PM_{2.5}$	7

[1] Allowable emissions from site involving 3.6 acres of grading in SRA-4 for a receptor 25 meters away.

Source: SCAQMD, Appendix C – Mass Rate LST Look-up Table. Accessed December 2016

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

According to the SCAQMD Guidelines, to be consistent with the AQMP, a project must conform to the local General Plan and must not result in or contribute to an exceedance of the City's projected population growth forecast.

Implementation of the project involves the construction of a multi-purpose gymnasium building, soccer field, and parking lot. The project does not include any housing.

As discussed in Section 13(a), Population and Housing, the California Department of Finance (DOF) states that the population of Long Beach in 2017 was 480,173. The Southern California Association of Governments (SCAG) estimates that the city's population will increase to 534,100 by 2035, an increase of 53,927. The multi-purpose gymnasium building, soccer field, and parking lot are not residential uses, and therefore, would not have a direct impact on population. Therefore, the project would not obstruct implementation of the AQMP and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

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

The project would generate both temporary construction and long-term operational emissions. Emissions generated during construction are typically associated with the operation of heavy diesel equipment and grading. Operational emissions would primarily be dependent upon vehicular traffic increases. Both construction- and operational-phase emissions are discussed below.

Construction Emissions

The Air Basin is in non-attainment for the federal eight-hour ozone standard, the state one-hour ozone standard, the federal 24-hour PM_{10} standard, and the state 24-hour and annual PM_{10} standards. The Basin is in attainment or unclassified for all other federal and state ambient air quality standards. The ozone precursors VOC and NO_x, in addition to fine particulate matter ($PM_{2.5}$ and PM_{10}), are the pollutants of primary concern for projects located in the SCAQMD. A project

would have a significant adverse impact on regional air quality if it generates emissions exceeding adopted SCAQMD thresholds.

Temporary construction emissions were estimated using the California Emissions Estimator Model (CalEEMod). For purposes of modeling CalEEMod default construction schedules were used for site preparation, grading, paving, and building construction. The architectural coating phase was extended to 20 days, and no days were included for demolition, as no demolition would occur. Table 3 compares the maximum daily construction emissions that would result from site preparation, grading, building construction, and paving to SCAQMD construction emission thresholds, including LSTs. The CalEEMod output sheets detailing construction emissions by phase are shown in Appendix A.

Table 3 Construction Emissions

	SCAQMD Daily Thresholds (lbs./day)					
Pollutant	**ROG**	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_x**
Maximum Daily Emissions	6	23	17	4	4	<1
SCAQMD Thresholds (peak day)	75	100	550	150	55	150
Exceed Daily SCAQMD Thresholds?	No	No	No	No	No	No
Maximum Daily On-Site Emissions	6	27	16	4	3	<1
Localized Significance Thresholds	–	104	1,209	11	7	–
Exceed LST?	–	No	No	No	No	–

– LST not available for ROG and SO_x

See Appendix A for CalEEMod worksheets.

Maximum daily emissions generated by construction of the project, would not exceed SCAQMD regional thresholds. Construction activities (including site preparation, grading, and paving) would also be required to comply with SCAQMD Rule 403, Fugitive Dust, which requires the implementation of Reasonably Available Control Measures (RACM) for all fugitive dust sources, and the AQMP, which identifies Best Available Control Measures (BACM) and Best Available Control Technologies (BACT) for area sources and point sources, respectively. Implementation of these requirements would further reduce project impacts associated with fugitive dust.

With implementation of standard SCAQMD requirements, construction-related impacts would be less than significant

Operational Emissions

Long-term operational emissions associated with the project are those attributed to vehicle trips (mobile emissions), the use of natural gas (energy emissions), consumer products, and architectural coatings. CalEEMod was used to calculate emissions based on the land uses for the proposed project and the number of vehicle trips generated by development. Development of the project would require compliance with all applicable rules set forth by the SCAQMD and all applicable policies of the City of Long Beach General Plan. As shown in Table 4, the project would result in an increase of emissions in the long term. However, this increase would be under SCAQMD thresholds. Therefore, no significant long-term impact to regional air quality would occur.

Table 4 Operational Emissions (pounds/day)

Emission Source	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Area	0.5	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	0.1	0.1	<0.1	<0.1
Mobile	2	5.8	15	3.8	1
Total Emissions	2	6	15	3.8	1
SCAQMD Thresholds	55	55	550	150	55
Exceeds Threshold?	No	No	No	No	No

See Appendix A for CalEEMod worksheets.

LESS THAN SIGNIFICANT IMPACT

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

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. Sensitive receptors are defined as land uses that are more likely to be used by these population groups and include health care facilities, retirement homes, school and playground facilities, and residential areas. The sensitive receptors nearest to the project include single-family residences located to the north, east, and west, as well as schools, including Jackie Robinson K-8 Academy located approximately 0.3 mile away to the southeast and Pacific Baptist School located approximately 0.6 miles northwest of the site.

As discussed above, neither temporary construction nor long-term project emissions would exceed SCAQMD thresholds. Therefore, the project would not subject sensitive receptors to significant pollutant concentrations.

LESS THAN SIGNIFICANT IMPACT

e. Would the project create objectionable odors affecting a substantial number of people?

Odors would be generated by the operation of equipment during the construction phases of the project. Odors associated with construction machinery would be those of diesel machinery, which includes the smells of oil or diesel fuels. The odors would be limited to the time that construction equipment is operating. All off-road construction equipment would be covered by the CARB anti-idling rule (SS2449[d][2]), which limits idling to five minutes. Some of these odors may reach sensitive receptors adjacent to the project site. However, the impacts would be temporary in nature. Multi-purpose gymnasium buildings, soccer fields, and parking lots typically do not create objectionable odors. Since the project would not create objectionable odors, this impact is less than significant.

LESS THAN SIGNIFICANT IMPACT

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4 Biological Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
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 Wildlife or U.S. Fish and Wildlife Service	□	■	□	□
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	□	□	□	■
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means	□	□	□	■
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	□	□	□	■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	□	□	□	■
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?	□	□	□	■

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

The project site is a partially developed portion of the existing Salvation Army Citadel campus. The site is in an urbanized area and does not contain native biological habitats or habitats for special-status species.

Scattered mature trees located on-site may provide suitable nesting habitat for a variety of bird species that are afforded protection under the federal Migratory Bird Treaty Act (MBTA – 16 United States Code Section 703-711). Although special-status bird species or active nests are not currently present, project construction has potential to impact migratory and other bird species if construction activities occur during the nesting season, which is typically February 15 through September 15. Construction-related disturbances could result in nest abandonment or premature fledging of the young. Therefore, the project could result in potentially significant impacts unless mitigation is incorporated.

Mitigation Measure

The following mitigation measure and compliance with MBTA and California Fish and Game Code (CFGC) requirements would be required to reduce impacts to nesting birds to a less than significant level.

BIO-1 To avoid disturbance of nesting and special-status birds, including raptorial species protected by the MBTA and CFGC, activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction shall occur outside of the bird breeding season (February 1 through August 30). If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than three days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot inside the Project Boundary, including a 300-foot buffer (500-foot for raptors), and in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California coastal communities. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur within this buffer until the avian biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

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

c. Would the project 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?

The project site is located in an urban setting and contains a social services building, administrative offices, a renovated chapel hall, 2,650 square feet multipurpose room, parking lot, and vacant disturbed land. No riparian habitat or other sensitive natural community is located on or in the vicinity of the site. No impact would occur.

NO IMPACT

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The project site contains a social services building, administrative offices, renovated chapel hall, 2,650-square-foot multipurpose room, parking lot, and vacant disturbed area. The site is in an urbanized area and does not provide for any substantial movement or nursery habitat. Since the project would not interfere with the movement of any native resident or migratory fish or wildlife species or affect any nursery sites as compared to the current site conditions, there would be no impact.

NO IMPACT

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The project would not conflict with any local policies or ordinances protecting biological resources as there are no protected biological resources on site. Mature landscape trees may be removed in order to construct the proposed project. However, these ornamental trees are not protected by any local policies or ordinances. Since the project would not conflict with any local policies or ordinances protecting biological resources, no impact would occur.

NO IMPACT

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project site is not in the area of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

NO IMPACT

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5 Cultural Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5	□	□	□	■
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5	□	■	□	□
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	□	■	□	□
d. Disturb any human remains, including those interred outside of formal cemeteries?	□	■	□	□

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

There are no designated historic buildings on the project site and the project is not located in a historic district (City of Long Beach 2016). No impact on any historic resources would occur.

NO IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

The site is relatively flat and does not contain unique geologic features. The project site has been previously graded and paved. Therefore, the likelihood that intact archaeological, paleontological resources, or human remains are present is low. Because the site has been developed previously, any surficial archaeological or paleontological resources that may have been present at one time have likely been disturbed. Therefore, the topmost layers of soil in the project area are not likely to contain intact fossils. Although project implementation is not expected to uncover archaeological resources, paleontological resources, or human remains, the possibility for such resources exists and impacts would be potentially significant.

Mitigation Measures

The following mitigation measures would reduce the impacts of disturbing intact resources and uncovering human remains to a less than significant level.

CR-1 **Archaeological Resource Procedures.** In the event that archaeological resources are unearthed during project construction, all work within 50 feet of the discovery shall cease and the construction contractor shall contact the City of Long Beach Development Services Department. With direction from the Development Services Department, an archaeologist certified by the County of Los Angeles shall be retained to evaluate the discovery prior to resuming grading in the immediate vicinity of the find. If warranted, the archaeologist shall develop a plan of mitigation which may include, but not limited, to, salvage excavation, laboratory analysis and processing, research, curation of the find in a local museum or repository, and preparation of a report summarizing the find.

CR-2 **Paleontological Resource Procedures.** If evidence of subsurface paleontological resources is found during excavation and other ground-breaking activities, all work within 50 feet of the discovery shall cease and the construction contractor shall contact the City of Long Beach Development Service Department. With direction from the Development Services Department, a paleontologist certified by the County of Los Angeles shall evaluate the find. If warranted, the paleontologist shall prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources.

CR-3 **Human Remains Recovery Procedures.** If human remains are found, those remains would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5-7055 describe the general provisions for human remains. Specifically, Health and Safety Code 7050.5 describes the requirements if any human remains are accidently discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the “most likely descendant”. If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains until the County coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

6 Geology and Soils

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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	□	□	■	□
2. Strong seismic ground shaking	□	□	■	□
3. Seismic-related ground failure, including liquefaction	□	□	■	□
4. Landslides	□	□	□	■
b. Result in substantial soil erosion or the loss of topsoil	□	□	■	□
c. Be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse	□	□	■	□
d. Be located on expansive soil, as defined in Table 1-B of the *Uniform Building Code*, creating substantial risks to life or property	□	□	■	□
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	□	□	□	■

a.1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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?

a.2 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Per Plate 2 of the Seismic Safety Element of the Long Beach General Plan (1988), the most significant fault system in the city is the Newport-Inglewood fault zone. This fault zone runs in a northwest to southeast angle across the southern half of the city. The project site is located in the Newport-Inglewood Fault Zone with the eastern edge of the project site lying approximately 350 feet from the Newport-Inglewood Fault. No known fault lines cross through the site (California 1999).

The Newport-Inglewood fault could create substantial ground shaking if a seismic event occurred along that fault. Similarly, a strong seismic event on any other fault system in Southern California has the potential to create considerable levels of ground shaking throughout the city. However, the project site is not subject to unusual levels of ground shaking and all new structures would be required to comply with all applicable provisions of the CBC. Impacts associated with ground shaking would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Liquefaction is a process whereby soil is temporarily transformed to fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. Liquefaction typically occurs in areas where the groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine to medium sand.

The project site is located southwest of the Newport-Inglewood fault on deep-stiff soil conditions characterized as granular terrace deposits overlying Pleistocene sediments at shallow depths (Long Beach 1988). There is a low potential for ground failure in the region. The project site is not located in an area where liquefiable materials are mapped and/or where liquefaction has occurred in the past according to the State of California Seismic Hazard Zones Long Beach Quadrangle (1999). Nevertheless, the project would be required to be constructed in accordance with CBC standards that address liquefaction hazards, including strengthening the foundation and its footings.

LESS THAN SIGNIFICANT IMPACT

a.4. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Per the City of Long Beach Seismic Safety Element (1988), the city is relatively flat and characterized by slopes that are not high (less than 50 feet) or steep (generally sloping flatter than 1:1/2:1, horizontal to vertical). The State Seismic Hazard Zone map of the Long Beach Quadrangle indicates that the lack of steep terrain results in only about 0.1 percent chance of the land lying in the earthquake-induced landslide zone for this quadrangle (1999). Additionally, the topography of the site and its immediate built environment is relatively flat. The site is not located in any landside zones. Therefore, there is no risk of landslides on the site.

NO IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

The project site is generally flat, which limits the potential for substantial soil erosion. However, there is potential for soil erosion to occur during site preparation and grading activities. Excavation activities would be required to adhere to Section 18.95.050 of the Long Beach Municipal Code, which identifies standard construction measures regarding erosion control, including Best Management Practices (BMP), to minimize runoff and erosion impacts from project activities. Examples of required BMPs include sediment traps, stockpile management, and methods for material delivery and storage. The use of BMPs during construction would ensure that erosion and loss of topsoil impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?

Per the Long Beach General Plan Seismic Safety Element, the project site is not located in an area of slope instability (1988). The Seismic Safety Element divides the city into four predominant soil profiles, designated as Profiles A through D. The project site is located in Profile D, which is composed of granular terrace deposits overlying Pleistocene sediments at shallow depths. As stated above, the project site is not located in an area where landslides are mapped and/or where landslides have occurred in the past (California 1999). Furthermore, the project site is not located in an area where liquefiable materials are mapped and/or where liquefaction has occurred in the past according to the State of California Seismic Hazard Zones Long Beach Quadrangle (1999). The project would be required to be constructed in accordance with CBC standards. This would ensure that construction of the project would not result in on or off site geologic impacts.

Unstable soils include expansive, compressible, erodible, corrosive, or collapsible soils. As noted above, the project site is located in Profile D, which is composed of granular terrace deposits overlying Pleistocene sediments at shallow depths. No issues with expansive soils are known to be present; therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. Would the project 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?

The entire city is served by an existing sewer system. Therefore, since the project would not involve the use of septic tanks or any other alternative waste water disposal systems, there would be no impact.

NO IMPACT

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7 Greenhouse Gas Emissions

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	□	□	■	□
b. Conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases	□	□	■	□

Climate gases that trap heat in the atmosphere are often called greenhouse gases (GHG), analogous to the way in which a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O_x), fluorinated gases, and ozone. GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6) (CalEPA 2006).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat-trapping effect of GHGs, Earth's surface would be about 34° C cooler (CalEPA 2006). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Pursuant to the requirements of SB 97, the Resources Agency adopted amendments to the *CEQA Guidelines* for the feasible mitigation of GHG emissions and analysis of the effects of GHG emissions. The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. To date, the Bay Area Air Quality Management District (BAAQMD), the SCAQMD, and the San Joaquin Air Pollution Control District (SJVAPCD) have adopted significance thresholds for GHGs. The SCAQMD threshold, which was adopted in December 2008, considers emissions of over 10,000 metric tons of carbon dioxide equivalent (CO_2e[1]) emissions per year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is intended to apply only when the SCAQMD is the CEQA lead agency. Although not formally adopted, the SCAQMD has a recommended quantitative threshold for all land use types of 3,000 metric tons CDE/year (SCAQMD, "Proposed Tier 3 Quantitative Thresholds – Option 1", September 2010).

[1] Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO_2e).

Because the SCAQMD has not adopted GHG emissions thresholds that apply to land use projects where the SCAQMD is not the lead agency and no GHG emissions reduction plan or GHG emissions thresholds have been adopted in the city of Long Beach, the proposed project is evaluated based on the SCAQMD's recommended/preferred option threshold for all land use types of 3,000 metric tons CDE per year (SCAQMD, "Proposed Tier 3 Quantitative Thresholds – Option 1", September 2010).

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

The project's construction activities, energy use, daily operational activities, and mobile sources (traffic) would generate GHG emissions. CalEEMod was used to calculate emissions resulting from project construction and long-term operation. Project-related construction emissions are confined to a relatively short period of time in relation to the overall life of the proposed project. Therefore, construction-related GHG emissions were amortized over a 30-year period to determine the annual construction-related GHG emissions over the life of the project. As shown in Table 5, the project would result in an increase of 952 metric tons CDE. Since the project's increase is less than the recommended SCAQMD threshold of 3,000 metric tons per year, this impact would be less than significant.

Table 5 Estimated Emissions of Greenhouse Gases

Emission Source	Annual Emissions (metric tons of CDE)
Construction (amortized over 30 years)	11
Operational and Mobile	941
Total	952
SCAQMD Threshold	3,000
Threshold Exceeded?	No

Carbon dioxide equivalent (CDE or CO_2E) is a quantity that describes, for a given mixture and amount of GHGs, the amount of CO_2 (usually in metric tons; million metric tons [megatonne] = $MMTCO_2E$ = terragram [Tg] CO_2 Eq; 1,000 MMT = gigatonne) that would have the same global warming potential (GWP) when measured over a specified timescale (generally, 100 years).

Sources: Emissions reported are from CalEEMod mitigated construction and operational data. See Appendix A for calculations

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

On April 7, 2016, the Southern California Association of Governments (SCAG) adopted the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development. The proposed gymnasium, soccer field, and parking lot would be infill development on a site that is partially developed. The project involves increased efficiency regarding the use of the land. Additionally, the RTP/SCS contains goals to reduce air emissions by increasing walkability. The project would also be required to comply with the energy efficiency measures contained in Title 24 of the California Administrative Code (the California Building Energy

Efficiency Program). Since the project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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8 Hazards and Hazardous Materials

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	□	□	■	□
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	□	□	■	□
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school	□	□	□	■
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	□	□	■	□
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area	□	□	□	■
f. For a project near a private airstrip, would it result in a safety hazard for people residing or working in the project area	□	□	□	■
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	□	□	■	□

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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	□	□	□	■

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

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

The project would involve the construction of a multi-purpose gymnasium building, parking lot, and a soccer field. Community center uses, such as the multi-purpose gymnasium building and soccer field typically do not use or store large quantities of hazardous materials. Potentially hazardous materials such as fuels, lubricants, and solvents would be used during construction of the project. However, the transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Adherence to these requirements would reduce impacts to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The nearest schools are the Jackie Robinson K-8 Academy located approximately 0.3 mile southeast of the site and Pacific Baptist School located approximately 0.6 mile northwest of the site. The project involves the construction a multi-purpose gymnasium building, parking lot, and a soccer field. These types of uses do not typically emit or involve the handling of hazardous materials. Since the project would not emit hazardous emissions or handle hazardous materials within one quarter mile of a school, there would be no impact.

NO IMPACT

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

The following databases compiled pursuant to Government Code Section 65962.5 were checked (January 15, 2018) for known hazardous materials contamination at the project site:

- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database
- Geotracker search for leaking underground storage tanks (LUST)
- The Department of Toxic Substances Control's Site Mitigation and Brownfields Database

The CERLCIS database showed no evidence of toxic substances at the project site.

Geotracker shows that there are no LUSTs or hazardous waste deposits at the project site. Geotracker does show two LUSTs within a 500 foot radius of the project site. The first LUST is an underground storage tank at 2995 Long Beach Boulevard. The site had potential gasoline as a contaminant of concern when first reported leaks occurred in 1992. The case was closed in 1996.

The second LUST is located at 3009 Long Beach Boulevard, approximately 100 feet west of the project site. The cleanup status is currently open. The potential contaminant of concern is gasoline that has infiltrated an aquifer. As of August 2016, the State Water Board concluded that continued active remediation should occur at the site to achieve policy criteria, resume free product removal, and to continue groundwater monitoring. This storage tank, although it is open for remediation is not directly on the proposed project site, and the affected shallow groundwater is not proposed to be used as a source of drinking water for the project. Also, according to the State Water Resources Control Board, it is unlikely that the affected shallow groundwater would be used as a source of drinking water in the foreseeable future (2016). Since the project would not be located on a hazardous material site, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project site is located approximately 1.3 miles to the southwest of the Long Beach Airport. The site is not within the airport land use planning area for the airport. The proposed multi-purpose gymnasium building would have a maximum height of two stories (36 feet), and would not impact airport operations, alter air traffic patterns, or in any way conflict with established Federal Aviation Administration (FAA) flight protection zones. There would be no impact.

NO IMPACT

f. For a project near a private airstrip, would it result in a safety hazard for people residing or working in the project area?

There are no private airstrips located within two miles of the site, therefore no impact would occur.

NO IMPACT

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

The project would not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project includes design features that would maintain access for emergency vehicles to Elm Avenue by installing gates at both ends. The design of new access points on Elm Avenue would be reviewed and approved by the Long Beach Fire Department to ensure that emergency access meets City standards. In addition, a hammerhead turn area would be located at the end of the Elm Avenue, and would provide large emergency response vehicles with access to the gym. Since the project would not interfere with emergency response or evacuation plans, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

h. Would the project 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?

The city is an urbanized community and there are no wild lands in the project site vicinity. There would be no risk of exposing people or structures to a significant risk of loss, injury, or death involving wild land fires.

NO IMPACT

9 Hydrology and Water Quality

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Violate any water quality standards or waste discharge requirements	□	□	■	□
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)	□	□	■	□
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	□	□	■	□
d. Substantially alter the existing drainage pattern of the site or area, including the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite	□	□	■	□
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff	□	□	■	□
f. Otherwise substantially degrade water quality	□	□	■	□
g. Place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map	□	□	□	■

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
h. Place structures in a 100-year flood hazard area that would impede or redirect flood flows	□	□	□	■
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including that occurring as a result of the failure of a levee or dam	□	□	□	■
j. Result in inundation by seiche, tsunami, or mudflow	□	□	■	□

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

Temporary site preparation, grading, and paving activities associated with the project may result in soil erosion that could degrade water quality. However, on-site activities would be necessary to comply with the requirements of the Long Beach Municipal Code Chapter 18.95, National Pollutant Discharge Elimination System (NPDES) and Standard Urban Stormwater Mitigation Plan (SUSMP) regulations. Specifically, construction activities would be required to comply with Long Beach Municipal Code Section 18.95.050, which calls for construction plans to include construction and erosion and sediment control BMPs. Examples of required BMPs include sediment traps, stockpile management, and material delivery and storage requirements. The project is designed to incorporate bio-filtration planting areas as well as an underground pipe collector system. Compliance with these requirements would reduce potential impacts to water quality during construction of the project.

The project would increase the amount of impervious surface on the site. The project would comply with Section 18.74.040 of the Long Beach Municipal Code, which requires runoff to be infiltrated, captured and reused, evapotranspired, and/or treated on-site through stormwater BMPs listed in the Low Impact Development (LID) Best Management Practices Manual. The project would also comply with the project SUSMP, which requires that post development peak runoff shall not exceed pre-development rates, the conservation of natural areas, minimization of stormwater pollutants through use of BMPs, protection of slopes and channels, appropriate signage at storm drain systems, and proof of ongoing BMP maintenance. The SUSMP also sets standards for design of outside material storage areas, trash storage areas, and structural or treatment control BMPs that would be followed by the proposed project. Therefore, as no long-term change to hydrology or water quality would occur, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project would receive water service from the City of Long Beach Water Department. The site is already developed and the project would increase the amount of pavement on the site. Current stormwater regulations require the stormwater to be contained on-site, which would aid in recharge. Therefore, the project would not substantially decrease groundwater or interfere with groundwater recharge, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project substantially alter the existing drainage pattern of the site or area, including by altering the course of a stream or river, in a manner that would result in substantial erosion or siltation on or offsite?

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

e. Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

f. Otherwise substantially degrade water quality?

The project would not alter the course of any stream or other drainage and would not increase the potential for flooding. The project site is located in the Lower Los Angeles River Watershed. As discussed above, adherence to the City's urban runoff programs and implementation of design features to capture and treat stormwater runoff would reduce the quantity and level of pollutants in runoff leaving the site. The project would not impact the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff that would degrade water quality. As such, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

g. Would the project place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?

h. Would the project place structures in a 100-year flood hazard area structures that would impede or redirect flood flows?

The project site is in FEMA Flood Zone C, Minimal Flood Hazard, outside the 100-year flood plain and has a higher elevation than the 500-year floodplain (Long Beach Development Services 2016). No housing is proposed for the site and since the site is not in the 100-year flood plain, it would not place structures in the flood hazard area. There would be no impact.

NO IMPACT

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

The project site is located away from any dams or levees. According to the City of Los Angeles General Plan Safety Element, the project site is not subject to flooding due to dam or levee failure nor would it increase exposure to risks associated with dam or levee failure (1996). There would be no impact.

NO IMPACT

j. Would the project result in inundation by seiche, tsunami, or mudflow?

The project site is located approximately 3.5 miles from the coastline and 1.3 miles from the Los Angeles River. According to the City of Long Beach General Plan Safety Element, the project site is located in a low hazard area for tsunamis, seiches, or mudflow (1975). Since the project would not expose people or structures to seiche, tsunami, or mudflow hazards, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

10 Land Use and Planning

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Physically divide an established community	□	□	■	□
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect	□	□	■	□
c. Conflict with an applicable habitat conservation plan or natural community conservation plan	□	□	□	■

a. Would the project physically divide an established community?

The project site is surrounded by residential, commercial and industrial buildings. The project would be infill development. The project includes closure of part of Elm Avenue to allow for a pedestrian promenade. This project component would provide for better pedestrian connections in the area. Although the elimination of the Elm Street and East Spring Street Intersection would restrict access between East Spring Street and the neighborhood, it would not divide the established community, and the proposed pedestrian promenade at this location would allow for increased pedestrian access. Since no established communities would be divided, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project consists of the construction of a multi-purpose gymnasium building, parking lot, and a soccer field. The General Plan designation for the site is Mixed Use. As shown in Figure 4, the project site is has multiple zoning designations including Community Commercial Automobile-Oriented (CCA), Institutional(I), and Single-family Residential, standard lot (R-1-N). In order to accommodate the proposed project, the applicant is requesting a zone change from CCA and R-1-N to SP-1 within the Midtown Specific Plan. The project includes a request to add the site to the Midtown Specific Plan. This would be consistent with the surrounding zoning that currently exists west and south of the site. The incorporation of the project into the Midtown Specific Plan would alter (increase) the

existing boundary of the Plan Area. However, this change would only occur in the boundaries of the project site, and would not involve other parcels, or result in any broader changes pertaining to the goals, policies, and programs contained in the Midtown Specific Plan.

The project site is not located in the coastal zone and is not subject to the Local Coastal Program. The proposed uses are compatible with the Mixed Use General Plan Designation and are permitted in the Institutional zone district. With the requested zone change, the project would not conflict with applicable land use plans and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?

The project site is comprised of previously disturbed parcels in an urban area characterized by residential, industrial and commercial development. As discussed in Section 4, Biological Resources, the project site is not inside the boundaries of a habitat conservation plan or natural community conservation plan. There would be no impact.

NO IMPACT

11 Mineral Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	□	□	■	□
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	□	□	■	□

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Would the project 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?

Mineral Extraction

The Surface Mining and Reclamation Act of 1975 (SMARA) requires the state geologist (Division of Mines and Geology) to identify and classify all mineral deposits in California. In 1979, the California State Mining and Geology Board adopted guidelines that require local general plans to reference identified mineral deposits and sites that are identified for conservation. In addition, the board identified urban areas where irreversible land uses (development with structures) preclude mineral extraction.

According to the State of California Department of Conservation, the project site is located in the San Gabriel Production-Consumption Region, but is not located in a MRZ-2 area, which is defined as an area where geologic data indicates significant PCC-Grade aggregate resources are located (Kohler 2010). Per the most recent Department of Conservation's Active Mine Operations Map, there are no active mine operations in the project area (Division of Mine Reclamation 2017). Since the project site does not contain significant mineral resources, extraction of mineral resources is not currently occurring, and the project does not involve mineral extraction operations or zoning for extraction, there would be no impact towards the loss of availability of known mineral resources.

Oil Extraction

The City of Long Beach is located in Oil and Gas District 1, which covers the following counties: Los Angeles, Orange, San Bernardino, Riverside, San Diego, and Imperial. Per the DOGGR well finder, the project site is located in the Long Beach Oil Field, and contains oil wells that have been previously plugged and abandoned (see Figure 6). There are no active wells in the project area (DOGGR 2018).

Although the existing wells are no longer extracting oil and have been previously plugged and abandoned, the project proposes to re-abandon these wells in compliance with Section 3229,

Figure 6 DOGGR Oil Wells

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Additional data provided by DOGGR, 2018.

Fig 8 Oil Wells

Division 3 of the Public Resources Code and current DOGGR standards. There would be no impact to the loss of availability of oil resources, no conflict with operation of existing active oil wells, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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12 Noise

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in any of the following impacts?				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies	□	□	■	□
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels	□	□	■	□
c. A substantial permanent increase in ambient noise levels above those existing prior to implementation of the project	□	□	■	□
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above those existing prior to implementation of the project	□	■	□	□
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels	□	□	□	■
f. For a project near a private airstrip, would it expose people residing or working in the project area to excessive noise	□	□	□	■

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA).

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

The City uses the State Noise/Land Use Compatibility Standards, which suggests a desirable exterior noise exposure at 65 dBA Community Noise Equivalent Level (CNEL) for sensitive land uses such as residences. Less sensitive commercial and industrial uses may be compatible with ambient noise levels up to 70 dBA. The City has adopted a Noise Ordinance (Long Beach Municipal Code Chapter 8.80) that sets exterior and interior noise standards.

Vibration is a unique form of noise. It is unique because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise (e.g., the rattling of windows from passing trucks). This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, ground-borne vibration generated by man-made activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources inside buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel wheeled trains, and traffic on rough roads.

Vibration impacts would be significant if they exceed the following Federal Railroad Administration (FRA) thresholds:

- 65 VdB where low ambient vibration is essential for interior operations, such as hospitals and recording studios
- 72 VdB for residences and buildings where people normally sleep, including hotels
- 75 VdB for institutional land uses with primary daytime use, such as churches and schools
- 95 VdB for physical damage to extremely fragile historic buildings
- 100 VdB for physical damage to buildings

Construction-related vibration impacts would be less than significant for residential receptors if they are below the threshold of physical damage to buildings and occur during the City's normally permitted hours of construction, as described above, because these construction hours are during the daytime and would therefore not normally interfere with sleep.

Noise measurements were taken on the project site on Wednesday, October 19, 2016 during the a.m. peak hour (between 7 a.m. and 9 a.m.). Two measurements were taken along East Spring Street, and one near the intersection of East 31st Street and Long Beach Boulevard (see Figure 7). The measured noise levels at these locations were 70.0 dBA Leq, 70.0 dBA Leq, and 73.0 dBA Leq, respectively (Appendix B).

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

The project consists of building a multi-purpose gymnasium building, parking lot, and soccer field. A noise measurement taken on the project site at the northwest corner of the project site, directly adjacent to the street, was measured at 73 dBA Leq during the a.m. peak hour. Based on the

Figure 7 Noise Measurement and Sensitive Receptor Locations

attenuation rate of the traffic at the noise measurement location, the proposed multi-purpose building would be exposed to exterior noise levels around 66 dBA Leq during peak hours since the proposed buildings would be located approximately 150 feet from the street .The manner in which newer development in California is constructed generally provides a reduction of exterior-to-interior noise levels of about 25 to 30 dBA with closed windows (FTA 2006). Therefore, the exterior-to-interior noise level would be no greater than 140 dBA Leq during peak hour.

The project would not expose users of the multi-purpose building to noise levels in excess of the State Noise/Land Use Compatibility Standards for sensitive land uses, an exterior noise level of 65 dBA CNEL.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Project construction activities are anticipated to result in some vibration that may be felt on properties in the vicinity of the project site, as commonly occurs with construction projects. Table 6 identifies various vibration velocity levels for different types of construction equipment. Project construction would not involve the use of pile drivers, but could involve the use of a bulldozer and jackhammers on the project site. Additionally, loaded trucks carrying construction materials would operate on the project site and some surrounding streets during construction.

Table 6 Vibration Source Levels for Construction Equipment

	Approximate VdB		
Equipment	**25 Feet**	**75 Feet**	**700 Feet**
Bulldozer	91	82	62
Loaded Trucks	91	82	62
Jackhammer	94	85	65
Grader	91	82	62
Paver	95	86	66

Source: Federal Transit Administration 2006

Construction would occur on site as close as 25 feet from the nearest residences and existing structures on the Salvation Army Campus. Construction would occur as close as 700 feet from the medical buildings across the street. At 25 feet, residences would be exposed to vibration levels of up to 94 VdB, which exceeds the 72 VdB threshold for residences and buildings where people normally sleep. However, this is below the 100 VdB threshold where vibration causes damage to buildings. Additionally, most of the construction would occur further than 25 feet from the nearest receptor since most construction would take place towards the center of the site and not along the perimeter. The Long Beach Noise Ordinance prohibits construction outside daytime hours. Therefore, construction vibration would not be significant at these receptors because activities would occur outside hours when people normally sleep. Therefore, the project would not result in excessive ground-borne vibration or noise, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project result in a substantial permanent increase in ambient noise levels above levels existing without the project?

Noise associated with operation of the project would primarily be due to increased traffic on local roadways. On-site operations would also involve noise from rooftop ventilation, heating systems, trash hauling, and people playing soccer on the field. These would be consistent with the noise associated with the existing social service buildings, parking and administrative office spaces on the project site.

Permanent project-related changes in noise would be primarily due to increases in traffic volumes on Long Beach Boulevard, East Spring Street, Elm Avenue, Pasadena Avenue, Linden Avenue, and the driveways into the project site. For traffic-related noise, impacts would be significant if project-generated traffic results in exposure of sensitive receptors to unacceptable noise levels. The FTA recommendations in the May 2006 Transit Noise and Vibration Impact Assessment were used to determine whether or not increases in roadway noise would be significant. The allowable noise exposure increase changes with increasing noise exposure, such that lower ambient noise levels have a higher allowable noise exposure increase. Table 7 shows the significance thresholds for increases in traffic related noise levels caused by the project. Noise measurements taken on local roadways indicate that noise levels are 73 dBA Leq on Lakewood Boulevard and 70 dBA Leq on East Spring Street (Appendix B for noise measurement results and Figure 7 for measurement locations). Therefore, the project would result in a significant operational roadway noise impact if it would increase roadway noise by 1 dBA.

Table 7 Significance of Changes in Operational Roadway Noise Exposure

DNL or Leq in dBA	
Existing Noise Exposure	**Allowable Noise Exposure Increase**
45-50	7
50-55	5
55-60	3
60-65	2
65-75	1
75+	0

Source: FTA 2006

Off-site traffic generation on area roadways would incrementally increase noise in the area. Traffic noise was modeled using Traffic Noise Model 2.5 (TNM 2.5) to show noise levels under existing, existing plus project, cumulative, and cumulative plus project traffic scenarios based on traffic volumes from the Traffic Study prepared by Linscott, Law, and Greenspan (LLG) (Appendix C). Existing traffic noise and existing plus project traffic noise are shown in Table 8.

As shown in Table 8, project traffic would not generate roadway noise in excess of the significance thresholds on either roadway. The noise levels at sensitive receptor locations 2 and 5 were reduced due to the closure of a portion of Elm Avenue and the associated rerouting of traffic. The reduction at sensitive receptor location 6 was due to the rerouting of traffic that would occur with the

placement of the parking lot and associated driveways. The traffic is anticipated to cluster at the entrance and on East Spring Street instead of driving past the receptor. Therefore, development of the project would not create a substantial permanent increase in ambient noise levels above levels existing without the project.

Table 8 Comparison of Pre-Project and Post-Project Traffic Noise on Local Roadways

	Projected Noise Level (dBA DNL)		Change in Noise Level (dBA DNL)		
Receptor #	Existing (1)	Existing + Project (2)	Due to Project Traffic (2-1)	Significance Threshold	Exceed Significance Threshold?
1	71.5	71.6	0.1	1	No
2	68.4	67.8	(0.6)	1	No
3	66.9	67.0	0.1	1	No
4	68.9	68.9	0.0	1	No
5	61.9	60.0	(1.9)	2	No
6	59.0	58.9	(0.1)	3	No

Source: TNM 2.5, see Appendix B for noise model outputs and assumptions. Leq is the equivalent noise level over a period of time, typically one hour. Estimates of noise generated by traffic are from the centerlines of northbound/eastbound and southbound/westbound lanes on road segments during PM peak-hour traffic conditions.

Cumulative development in the project area would incrementally increase noise levels along area roadways. Cumulative noise levels were modeled with and without project-generated traffic, as shown in Table 9. In order for the project to cause a significant cumulative impact, the project would have to cause a significant portion of the increase.

Table 9 Comparison of Cumulative Traffic Noise on Local Roadways

	Projected Noise Level (dBA DNL)		Change in Noise Level (dBA DNL)		
Receptor #	Cumulative (1)	Cumulative + Project (2)	Due to Project Traffic (2-1)	Significance Threshold	Exceed Significance Threshold?
1	71.6	71.7	0.1	1	No
2	68.9	68.9	0.0	1	No
3	67.1	67.1	0.0	1	No
4	69.0	69.0	0.0	1	No
5	62.1	60.3	(1.8)	2	No
6	59.1	59.0	(0.1)	3	No

Source: TNM 2.5, see Appendix B for noise model outputs and assumptions. Leq is the equivalent noise level over a period of time, typically one hour. Estimates of noise generated by traffic are from the centerlines of northbound/eastbound and southbound/westbound lanes on road segments during PM peak-hour traffic conditions.

As shown in Table 9 at locations 1 through 4, development under the cumulative plus project scenario would cause a 0.1 to 0.5 dBA CNEL increase. However, without the project, the cumulative development would still cause a 0.1 to 0.5 dBA CNEL increase at these locations. The cumulative plus project scenario would also reduce noise levels at sensitive receptor location 5 due to the closure of a portion of Elm Avenue and the associated rerouting of traffic. Noise would also be reduced at sensitive receptor location 6 due to the rerouting of traffic that would occur with the placement of the parking lot and associated driveways. The traffic is anticipated to cluster at the

entrance and on East Spring Street instead of driving past the receptor. No noise reductions would occur under the cumulative project scenario. Therefore, the project's contribution to the cumulative impact would be less than significant and impacts related to a permanent increase in noise would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Project construction would generate temporary noise levels that could be audible to sensitive receptors near the project site. Noise impacts are a function of the type of activity being undertaken and the distance to the receptor location. Nearby noise-sensitive land uses include residential units located directly north and east of the site and medical buildings 700 feet south of the project. During project construction, construction equipment would be active on the site, and construction workers and trucks would also drive to and from the site.

Table 10 shows typical noise levels associated with equipment used for the construction of the proposed project. Noise levels associated with these activities would temporarily affect the identified sensitive receptors near and on the project site. Noise from point sources generally decreases by about 6 dBA per doubling of distance for point source emitters.

Table 10 Typical Construction Noise Levels

Equipment	Typical Level (dBA Leq) 25 Feet from the Source	Typical Level (dBA Leq) 75 Feet from the Source	Typical Level (dBA Leq) 300 Feet from the Source
Bulldozer	91	82	62
Loaded Trucks	91	82	62
Jackhammer	94	85	65
Grader	91	82	62
Paver	95	86	66

Source: FTA 2006

Table 10 illustrates the noise levels that would occur with construction of the proposed project at the nearby sensitive receptors. As indicated, the maximum noise level during construction activities at the exterior of the residences on Elm Avenue, which are located approximately 25 feet from the proposed construction site, would be approximately 95 dBA Leq, while construction activities at the medical buildings across East Spring Street would be approximately 66 dBA Leq. Noise measurements taken in the vicinity of the project site indicate that existing noise levels during peak hour are approximately 70 dBA Leq along East Spring Street and noise levels are 55 dBA Leq at adjacent residences. Therefore, construction noise would exceed ambient noise levels in the area and may cause temporary disturbance to nearby residents. Construction noise impacts would be temporary, and construction contractors would be required to comply with Municipal Code requirements restricting hours of construction. Construction noise impacts would be potentially significant.

Mitigation Measures

The following mitigation measures would bring construction noise impacts to a less than significant level by utilizing quieter electric equipment instead of gas powered equipment whenever possible, reducing the number of equipment operating simultaneously and putting up noise reducing curtains and blankets. These measures along with compliance with the LBMC would be required to reduce construction noise impacts.

N-1 **Electrical Power.** Electrical power must be used to run air compressors and similar power tools.

N-2 **Construction Noise Complaint Line.** The applicant must provide a non-automated telephone number for local residents and employees to call to submit complaints associated with construction noise. The telephone number must be included and posted on near all project site entrances and must be easily viewed from adjacent public areas.

N-3 **Distancing of Vehicles and Equipment.** Noise and ground-borne vibration construction activities whose specific location on the project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) must be conducted as far as possible from the nearest noise- and vibration-sensitive land uses. The location of vehicles and equipment must be designated on building and grading plans. Equipment and vehicles must remain in the designated location throughout construction activities.

N-4 **Avoid Operating Equipment Simultaneously.** Whenever possible, construction activities must be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. The construction schedule and timing of operation of each piece of equipment must be provided to the City by the applicant.

N-5 **Sound Control Curtains and Acoustical Blankets.** Flexible sound control curtains must be placed around all drilling apparatuses, drill rigs, and jackhammers when in use. Acoustical blankets (or similarly effective temporary noise barriers) must be placed along the northern and eastern project site boundaries to reduce noise transmission to existing land uses to the north and east, which are residential units along Elm Avenue and Pasadena Avenue. The equipment area with appropriate sound control curtains and the locations of acoustical blankets must be designated on building and grading plans. Equipment and shielding must remain in the designated location throughout construction activities.

N-6 **Newest Power Construction Equipment.** The project contractor must use the newest available power construction equipment with standard recommended noise shielding and muffling devices.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

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

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

As discussed in Section 8, Hazards and Hazardous Materials, the project site is located approximately 1.3 miles to the southwest of the Long Beach Airport. The project site is not inside

the Long Beach Airport Planning Boundary or Airport Influence Area (Los Angeles County Airport Land Use Commission 2003). The project site is not in the vicinity of a private airstrip. As shown in the Long Beach Airport Influence Plan, the project site is not within the airport's 65 dBA CNEL noise contour. Airport noise conflicts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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13 Population and Housing

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in any of the following impacts?				
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)	□	□	■	□
b. Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere	□	□	□	■
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere	□	□	□	■

a. Would the project 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)?

The project consists of a multi-purpose gymnasium building, parking lot, and a soccer field. The project would not directly impact population growth through the increase in community service infrastructure. The DOF states that the population of Long Beach in 2017 was 480,173. SCAG estimates that the city's population will increase to 534,100 by 2035, an increase of 53,927. The project would not directly add population since the facilities are expected to service the existing community and employees would most likely come from the existing population. Since the project would not induce substantial population growth, this impact is less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

d. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

There are no housing units on the project site or people residing on the project site in any form of temporary housing. Therefore, since the project would not displace any existing housing units or people, there would be no impact.

NO IMPACT

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14 Public Services

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in any of the following impacts?				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:				
1. Fire protection	□	□	■	□
2. Police protection	□	□	■	□
3. Schools	□	□	■	□
4. Parks	□	□	□	■
5. Other public facilities	□	□	■	□

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 fire protection?

Fire protection is provided by the Long Beach Fire Department (LBFD) and the Los Angeles County Fire Department (LACFD). The Fire Departments provide medical, paramedic, and other first aid rescue service. The LBFD and the LACFD would be required to sign off on project activities prior to implementation of the portions project that are in their respective jurisdictions.

The fire station closest to the site is Fire Station 7, located at 2295 23rd Street, approximately one mile south of the site. The site is in the existing service area of the LBFD and LACFD and on-site construction would comply with applicable Fire Code requirements. The project would be required to comply with the California Fire Code and the Uniform Building Code and the site is in the existing service area of the LBFD. Therefore, the project would not significantly affect community fire protection services or result in the need for construction of fire protection facilities.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 police protection?

Police protection is provided by the Long Beach Police Department (LBPD) and the Los Angeles County Sheriff's Department (LACSD). The project would increase the number of buildings on the site and the programs offered would incrementally increase police demand on the site. However, the project site is in the LBPD and LACSD service areas and, thus, would not create the need for new or expanded police protection facilities.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 schools?

The Long Beach Unified School District (LBUSD) provides primary and secondary public education services to students living in the local area. The LBUSD currently provides services for 84 schools ranging from pre-K to high school (LBUSD 2015).

The project does not include any housing that would directly add students to the school district. Regardless, in accordance with State law, the applicant would be required to pay school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, payment of development fees is considered full mitigation for the modified project's impacts under CEQA.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 parks?

The project consists of building a multi-purpose gymnasium building, parking lot, and a soccer field. While the project would add additional jobs to the site, it would not directly add residents to the area that would increase demand for parks. The project includes a gymnasium and soccer field that would be available for use by residents of the area. No impact to parks would occur.

NO IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 other public facilities?

The closest public library branch is the Long Beach Public Library – Dana Branch, approximately one mile away, located at 3680 Atlantic Ave. The project includes the development of a multi-purpose gymnasium, parking lot, and soccer field. These types of uses do not cause a significant increase in the demand for libraries. Since the project would not necessitate the construction of new library facilities, and would not adversely affect the existing facilities servicing the project, this impact would be less than significant.

Impacts to other public facilities (e.g., sewer, storm drains, and roadways) are discussed in Sections 16, Transportation/Traffic, and Section 17, Utilities and Public Services, of this Initial Study.

LESS THAN SIGNIFICANT IMPACT

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15 Recreation

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in any of the following impacts?				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated	□	□	□	■
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment	□	□	□	■

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

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

The City owns and operates approximately 3,100 acres of public land for recreation, including community parks, neighborhood parks, sports parks, open spaces, beaches, community centers, and marinas. The park closest to the proposed site is the Stearns Champions Park, which is a quarter mile southeast of the site. The city's estimated 2017 population is 480,173 (DOF 2017). The ratio of public parks to residents in the city is 6.4 acres of parkland for every 1,000 residents, which is less than the City's goal to achieve and maintain a ratio of eight acres of parkland per 1,000 residents, but greater than the standard ratio of three acres of parkland for every 1,000 residents used by the Quimby Act.

The project includes a gymnasium and soccer field. The project would provide additional recreational facilities for the surrounding community and would not cause deterioration of existing parks.

NO IMPACT

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16 Transportation

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in any of the following impacts?				
a. Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	□	■	□	□
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	□	□	■	□
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	□	□	□	■
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	□	□	■	□
e. Result in inadequate emergency access?	□	□	■	□
f. Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	□	□	■	□

a. Would the project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?

Construction of the project would generate temporary construction-related traffic, such as deliveries of equipment and materials to the project site and construction worker traffic. Construction traffic would be limited and temporary, and would not be substantial in relation to the existing traffic load and capacity of the street system.

The project would generate traffic during operation. Linscott, Law, and Greenspan (LLG) conducted a Traffic Impact Analysis (TIA) for the project in December 2016 (Appendix C). The total number of forecasted trips is shown in Table 11.

Table 11 Estimated Project Traffic Trip Generation

	Weekday Peak Hour		
ITE Land Use	**AM**	**PM**	**Total Daily Trips**
448: Soccer Complex	2	18	71
495: Recreational Community Center	50	67	832

Source: LLG 2016 (Appendix C)

The increase in the amount of trips due to the project has the potential to affect existing intersections and streets around the project site. The Intersection Capacity Utilization (ICU) Method of Analysis is intended for signalized intersections and estimates volume to capacity ratios. The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of intersection performance. Levels range from A- F, based on their performance, with A levels associated with excellent timing and low wait, and F levels for failing, delayed intersection. According to the City of Long Beach General Plan, LOS D is the minimum acceptable condition that should be maintained during the peak commute hours or the current LOS if the existing LOS is worse than LOS D (i.e., E or F). The LOS determinations and second per vehicle delays are shown below in Table 12.

As shown below in Table 12, a significant impact would occur at Pasadena Avenue at Spring Street due to the increase in delay. This intersection satisfies the peak hour signal warrant under existing traffic conditions. Through discussion with the City of Long Beach Public Works Department, mitigation measure T-1 has been developed and would mitigate potential impacts. The other five studied intersections would continue to operate at acceptable LOS and maintain acceptable ratios of delay and would not require any mitigation. As a result, this impact would be less than significant with implementation of mitigation measure T-1.

Table 12 Existing Plus Project Peak Hour Intersection Capacity

Key Intersection	Time Period	Existing Conditions LOS	Existing Plus Project Conditions LOS	Significant Impact	
				Increase s/v	Yes/No
Long Beach Boulevard at 31st Street	AM	D	D	0.0	No
	PM	F	F	0.0	No
Long Beach Boulevard at Spring Street	AM	C	C	0.0	No
	PM	D	D	0.0	No
Pacific Avenue at Spring Street	AM	C	C	0.0	No
	PM	C	C	0.0	No
Elm Avenue at Spring Street	AM	B	–	–	–
	PM	B			
Pasadena Avenue at Spring Street	AM	E	E	0.0	No
	PM	F	F	8.5	Yes
Atlantic Avenue at Spring Street	AM	C	C	0.0	No
	PM	D	D	0.0	No

– Not Applicable as the vacation of Elm Avenue would turn Elm into a Cul-de-sac and eliminate the intersection
For more information See Appendix C

Cumulative traffic conditions were also analyzed in the TIA, and a list of nine projects were used in addition to this project. Using the same LOS and delay factor analysis used above, the project would significantly impact the Pasadena at Spring Street intersection. The project is forecasted to degrade the LOS to level F during PM peak hours.

Cumulative traffic conditions for year 2018 were also analyzed. The cumulative plus project conditions in 2018 would significantly impact the same Pasadena Ave at Spring Street intersection. The cumulative plus project would degrade the LOS to F during the PM peak hours. The implementation of mitigation measure T-1 would improve the cumulative plus project conditions to a less than significant level.

Mitigation Measure

The following mitigation measure would be required to reduce impacts at the Pasadena Avenue at Spring Street intersection to a less than significant level.

T-1 **Fair Share Fees.** The applicant shall pay fair share fees to offset the incremental contribution of their project to identified traffic impacts. These fees may include, but are not limited to a form of first/last mile improvements connecting to blue line stations or bike projects within the City. A funding mechanism shall be established as a condition of project approval. Fee payment shall occur prior to issuance of building permits.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

b. Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The Congestion Management Program (CMP) was created as a result of Proposition 111 and been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). As required by the CMP for Los Angeles County, a review must be done to determine if a project must undergo a CMP traffic impact analysis.

The project's trip generation would not add more than 150 trips in either direction at the 1066 CMP monitored station during the weekday AM or PM hours. A CMP analysis is not required for projects adding less than 150 trips in either direction. Also, the project would not add more than 50 trips at the 37 identified CMP monitored intersection during weekday a.m. or p.m. hours. A CMP analysis is not required (LLG 2016). Since the project would not conflict with an applicable congestion management program, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

As discussed in Section 8, Hazards and Hazardous Materials, and Section 12, Noise, the project site is located approximately 1.3 miles to the southwest of the Long Beach Airport. The proposed multi-purpose building would have a maximum height of two stories tall (36 feet) and would not impact airport operations, alter air traffic patterns or in any way conflict with established Federal Aviation Administration (FAA) flight protection zones. No impact would occur.

NO IMPACT

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

e. Would the project result in inadequate emergency access?

Major boulevards are primarily used for travel between cities and neighborhoods. Adjacent to the project site, Long Beach Boulevard is a four-lane road with right and left turn lanes. East Spring Street also borders the project site and is similar in size.

The vehicular access to the site would be provided via existing driveways on both Long Beach Boulevard and East Spring Street, and a proposed driveway located on Pasadena Avenue. Based on the TIA, the project driveways are forecasted to operate at acceptable LOS B or better during both the AM and PM peak hours for existing plus project, as well as Year 2018 plus project traffic conditions. Therefore, project access would be adequate, and impacts would be less than significant.

The project includes closing an alley between the East 31st Street and East Spring Street to create a pedestrian promenade. The project includes closing Elm Avenue adjacent to the project site. Emergency vehicle access would be maintained by installing a gate at each end of the closure. In addition, a hammerhead turn would be installed on Elm Avenue, east of the proposed gymnasium. This would provide easier emergency access to the site, and the gymnasium facility. Therefore, the project would not increase hazards and emergency access issues would not occur.

LESS THAN SIGNIFICANT IMPACT

f. Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?

The project site is located in an area already served by public transportation and bicycle programs. Pedestrian circulation would be provided via existing public sidewalks along East Spring Street and Long Beach Boulevard near the project. These sidewalks would connect to the project's internal walkways. The existing sidewalk system in the project vicinity provides direct connectivity to the adjacent residential community, commercial development, and public transit along Long Beach Boulevard.

The City of Long Beach promotes bicycling as a means of mobility and a way in which to improve quality of life in the community. East Spring Street has bike lanes on both sides of the road adjacent to the project site and is currently a Class II bicycle route. The project proposes new routes including a Class III route on Long Beach Boulevard. See Appendix C for further information regarding bikeway facilities. The site is also located directly adjacent to a bus stop that is served by bus lines 51 and 52.

The existing transit service in the project area would be able to accommodate the project generated trips. The project would generate on average less than one new boarding per bus in the a.m. and p.m. peak hours (LLG 2016). Therefore, given the number of transit trips generated, the system would not be significantly impacted by the project.

The project would not affect or conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities.

LESS THAN SIGNIFICANT IMPACT

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17 Tribal Cultural Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	■	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Cod Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe.	☐	■	☐	☐

a., b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is (a) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or (b) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1?

Tribal cultural resources are defined in Public Resources Code 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources
- Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1

AB 52 consultation letters were sent out to 5 tribal councils based on a list provided by the Native American Heritage Commission. The letters were sent via both email and certified email on January 29, 2018. Copies of the letters have been included as Appendix D to this Initial Study. A response letter was received from Andrew Salas of the Gabrieleno Band of Mission Indians on February 7,

2018. The letter requested that a Native American monitor be present on site during ground-disturbing activities . The project involves ground-disturbing activity. Therefore, a Native American Monitor shall be on site during all ground-disturbing activities. Mitigation measures TCR-1 and TCR-2 below have been designed in order to mitigate potential impacts.

Mitigation Measures

With the oversight and monitoring by a Native American monitor, the potential to disrupt tribal cultural resources would be less than significant. The following mitigation measures would be required to reduce impacts of impacting tribal cultural resources to a less than significant level.

TCR-1 **Native American Monitoring.** Prior to issuance of any Grading Permit for the project, the City of Long Beach Development Services Department shall ensure that the construction contractor provide access for Native American monitoring during ground-disturbing activities. The provision shall be included on project plans and specifications. The site shall be made accessible to any Native American tribe requesting to be present, provided adequate notice is given to the construction contractor and that a construction safety hazard does not occur. The monitor(s) shall be approved by a local tribal representative and shall be present on-site during the construction phases that involve ground disturbing activities. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act (CEQA), California Public Resources Code Division 13, Section 21083.2 (a) through (k). Neither the City of Long Beach, the project applicant, or construction contractor shall be financially obligated for any monitoring activities. If evidence of any tribal cultural resources is found during ground-disturbing activities, the monitor(s) shall have the capacity to halt construction in the immediate vicinity of the find, in order to recover and/or determine the appropriate plan of recovery for the resource. The recovery process shall not unreasonably delay the construction process. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archaeological resources.

TCR-2 **Recovery Procedures.** All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and Native American monitor. If the resources are Native American in origin, the tribe shall coordinate with the landowner regarding treatment and curation of these resources. The treatment plan established for the resources shall be in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

18 Utilities and Service Systems

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in any of the following impacts?				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board	□	□	■	□
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	□	□	■	□
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	□	□	■	□
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed	□	□	■	□
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments	□	□	■	□
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs	□	□	■	□
g. Comply with federal, state, and local statutes and regulations related to solid waste	□	□	■	□

a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

b. Would the project 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?

e. Would the project 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?

Currently, a majority of the city's wastewater is delivered to the Joint Water Pollution Control Plant (JWPCP) of the Los Angeles County Sanitation Districts. The remaining portion of the city's wastewater is delivered to the Long Beach Water Reclamation Plant of the Sanitation Districts of Los Angeles County. The JWPCP provides advanced primary and partial secondary treatment for 250 million gallons of wastewater per day (mgd), with a permitted capacity for 400 mgd of wastewater (2016). The Long Beach Water Reclamation Plant provides primary, secondary, and tertiary treatment for 25 mgd of wastewater (Sanitation Districts of Los Angeles County 2015).

Generation rates based on the project uses are calculated below in Table 13. Based on wastewater generation rates developed by the Sanitation Districts of Los Angeles County (2006), the proposed project would generate an estimated net total of 1,792 gallons of wastewater per day (gpd).

Table 13 Estimated Wastewater Generation

Land Use	Quantity	Generation Factor	Amount (gpd)*
Proposed			
Gymnasium	22,391 sf	80 gal/1,000 sf	1,792
Total			1,792

gpd = gallons per day

Soccer field and parking lot uses not included as these would not generate wastewater.

Source: Sanitation Districts of Los Angeles County 2006.

The increase associated with the project constitutes less than 0.1 percent of the available daily capacity. Thus, the project would not exceed wastewater treatment requirements, exceed the capacity of the city's wastewater systems, or require the construction of new wastewater treatment facilities, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project 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?

As discussed in Section 9, Hydrology and Water Quality, the project includes bio filtration planting areas as well as an underground pipe collector system and comply with State and Local storm water regulations. Therefore, since the site would not increase runoff from the site and would not require the construction of new storm water drainage facilities or expansion of existing facilities, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The City of Long Beach's 2015 Urban Water Management Plan (UWMP) reports total citywide water demand for 2015 at 55,206 acre feet. This is projected to increase by 3,900 acre feet (or 7.1 percent) to 59,106 acre feet in 2040. Adequate water supplies are identified in the UWMP to meet future demand. Long Beach Board of Water Commissioners declared a Stage 1 Water Supply Shortage on November 20, 2014 for the City of Long Beach. This declaration put into place regulations that limit the use of water in the city including when landscaping can be watered, when and how residential swimming pools can be filled, limit the use of water by restaurants, among other requirements.

Water demand is estimated to be 120 percent of the wastewater generated by the project. Based on the project's estimated wastewater generation, the project's water demand is estimated at 2,150 gpd (0.006 acre foot per day or 2.41 acre feet per year). The proposed parking lot and soccer field were not evaluated as water demanding land uses, as these uses would not generate wastewater or require consistent water supplies. Based on the Urban Water Management Plan, commercial entities demanded 14,359 acre feet in 2015. Projections expect this to increase to 16,374 acre feet by 2040. Project water demand would represent approximately 0.01 percent of the forecast citywide commercial increase in water demand, and the projected water demand is within forecasted water supply. According to the Long Beach UWMP, the City expects to meet project demand needs for the next 25 years (UWMP 2015). Based on the project's incremental contribution to future demand, new sources of water supply would be not required to meet project water needs. Since sufficient water supplies are available to service the project, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The project involves vacating portions of Elm and Pasadena Avenues and construction of a multi-purpose gymnasium building, parking lot, and a soccer field. CalRecycle maintains a waste characterization list of waste generation rates. The most recent information for public/institutional projects indicates a waste generation rate of 0.007 pounds of waste per square foot per day (CalRecycle 2016). The 22,391 square foot gymnasium building would generate solid waste. The proposed soccer field and 70-space parking lot were not included because these land uses would not generate continuous streams of solid waste. Based on the rate of 0.007 pound of waste per square foot per day, the project would generate a net amount of 157 pounds per day or 0.07 ton per day. This increase would be within the capacity of Scholl Canyon Landfill, which currently receives 1,400 tons per day, with 2,000 tons per day of capacity available (Scholl Canyon Expansion Draft EIR 2014). Based on the disposal capacity of landfills serving the project site, this incremental increase in solid waste generation would not affect the availability of solid waste disposal capacity and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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19 Mandatory Findings of Significance

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	■	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	■	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

a. Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, 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?

As discussed in Section 4, Biological Resources, the project site and surrounding area contains trees that could possibly be used by birds for nesting. These trees would be adjacent to nearby construction and have a potential impact on nesting birds. Mitigation measure BIO-1 would reduce these impacts to less than significant. As discussed in Section 5, Cultural Resources, the project would involve disturbance of soils on the site which could potentially disturb cultural or archaeological resources. Incorporation of mitigation measures CR-1 and CR-2 would reduce this potential impact to a less than significant level. As discussed further in Section 17, Tribal Cultural Resources, the project has the potential to affect tribal cultural resources. A Native American

Monitor shall be on site during all ground disturbing activities. Mitigation Measures TCR-1 and TCR-2 would reduce potential impacts to a less than significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

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)?

As described in the discussion of environmental checklist Sections 1 through 18, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues. The project would be consistent with the current General Plan land use designation for the site as well as the land use pattern in the project site vicinity. A cumulative project list for projects in the vicinity of the project is provided in the TIA prepared by LLG (Appendix C). There are five planned or pending projects nearby in the city of Long Beach, and four nearby in the city of Signal Hill. As discussed in Section 16, Transportation, cumulative traffic conditions were analyzed and determined to be potentially significant unless mitigated. With the implementation of mitigation measure T-1, impacts would be less than significant. Due to the developed nature of Long Beach, these additional projects would not create cumulative impacts in respect to the other issue areas.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

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

The project has been found in this Initial Study to have less than significant impacts to human health. As discussed in Section 12, Noise, although some construction noise and vibration may occur during daylight hours, mitigation measures N-1 through N-6 would reduce impacts to a less than significant level. The project would less than significant amounts of criteria pollutants during construction, however the amounts of pollutants are under SCAQMD thresholds, and are less than significant. Hazards and Hazardous Materials are discussed in Section 8 and all impacts would be less than significant. Overall impacts associated with operation of the project would remain similar to current conditions. Therefore, the project would not have an adverse effect on human beings, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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List of Preparers

Rincon Consultants, Inc. prepared this IS-MND under contract to the City of Long Beach. Craig Chalfant is the project planner from the City of Long Beach. Persons involved in data gathering analysis, project management, and quality control include the following.

RINCON CONSULTANTS, INC.

Joe Power, AICP CEP, Principal
Sara Tistaert, AICP, Project Manager
Nikolas Kilpelainen, Associate Planner
Andrew Hall, Environmental Planning and Sustainability Group Intern
Allysen Valencia, Graphics Designer
Debra Jane Seltzer, Production Specialist

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