



Building A Better Long Beach

August 17, 2009

REDEVELOPMENT AGENCY BOARD MEMBERS
City of Long Beach
California

RECOMMENDATION:

Receive supporting documentation into the record, conduct a public hearing on the Resolution of Necessity to determine the public interest and necessity for acquiring and authorizing the condemnation of real property at 1501 East Pacific Coast Highway, Assessor Parcel Number 7210-035-005, including land, improvements, and fixtures and equipment;

Receive testimony from staff and property owner(s) with interest in the property (if required written requests to be heard have been received);

Certify Mitigated Negative Declaration ND 01-09; and

Adopt the Resolution of Necessity making the findings required by law, including determining the public interest and necessity for acquiring, and authorizing the condemnation of certain real property within the Central Long Beach Redevelopment Project Area. (Central – District 6)

DISCUSSION

The Redevelopment Plan (Plan) for the Central Long Beach Redevelopment Project Area (Project Area) was adopted on March 6, 2001. The Plan's fundamental purpose is to improve the quality of life for residents and business enterprises within the Project Area. Major goals of the Plan include:

- The elimination of blighting influences and the correction of environmental deficiencies in the Project Area including buildings in which it is unsafe or unhealthy for persons to live or work; small and irregular lots; obsolete and aged building types; shifting uses or vacancies; incompatible and uneconomic land uses; substandard alleys; and inadequate or deteriorated public improvements, facilities and utilities.
- The assembly of land into parcels suitable for modern, integrated development with improved pedestrian and vehicular circulation in the Project Area.

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- The replanning, redesign and development of portions of the Project Area which are stagnant or improperly utilized.
- The provision of adequate land for parking and open spaces.

The actions necessary to achieve the goals of the Redevelopment Plan include:

- The acquisition of certain real property and the assembly of adequate sites for the development and construction of residential, commercial and/or industrial facilities.
- Demolition or removal of certain buildings and improvements.
- The installation, construction, or reconstruction of streets, utilities, and other public improvements.
- The redevelopment of land by private enterprise or public agencies for uses in accordance with this Plan.

The Redevelopment Agency (Agency) pursued the acquisition of three properties located at the northwest corner of Walnut Avenue and Pacific Coast Highway for the purposes of conveying the property to Long Beach City College (LBCC) for demolition of all existing structural improvements and construction of a surface parking lot to support LBCC's Pacific Coast Campus (Exhibit A – Site Map). In August 2008, the Agency successfully acquired two of the three properties: 1521-1527 East Pacific Coast Highway and 1585 East Pacific Coast Highway.

The remaining property to be acquired is located at 1501 East Pacific Coast Highway (Subject Property) and totals approximately 6,698 square feet in land area. The existing improvements on the Subject Property consist of a one-story automobile service building and a one-story office building, both occupied by an auto shop tenant. The square footage of the existing structures on the Subject Property totals approximately 1,621 square feet (Exhibit B – Site Photos).

California Environmental Quality Act

Pursuant to California Environmental Quality Act (CEQA), a Negative Declaration has been prepared to identify the significant impacts created by acquisition and demolition of all existing structural improvements and construction of a surface parking lot on the Subject Property. The acquisition, demolition and construction of the Subject Property conforms to a phased implementation of the Plan, including the correction of environmental deficiencies such as incompatible land uses; assembly of land into parcels suitable for modern, integrated development; replanning, redesign, and development of portions of the Project Area and the provision of adequate land for parking. Any future development on the Subject Property would be subject to a separate environmental review process under CEQA (Exhibit C – Mitigated Negative Declaration).

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The Agency can then find the following:

- Pursuant to CEQA Guidelines, an Initial Study has been conducted to determine whether the project may have a significant adverse effect on the environment. On the basis of that study, it has been determined that the project will not have a significant adverse effect on the environment and does not require the preparation of an Environmental Impact Report. The project will not create a significant adverse effect on the environment because the Mitigation Measures described in the Initial Study have been added to the project. As a result, a Mitigated Negative Declaration has been prepared.
- Pursuant to CEQA Guidelines, the Notice of Preparation and the draft Mitigated Negative Declaration were released for circulation on May 28, 2009. The circulation period for comments began on May 28, 2009 and ended June 26, 2009. To date, no comments have been received.
- Pursuant to CEQA Guidelines, Agency staff and the Agency Board have independently analyzed the Initial Study and the Mitigated Negative Declaration, and the Mitigated Negative Declaration represents the independent judgment and analysis of the Redevelopment Agency Board of the City of Long Beach, California, as lead agency with respect to the project.
- Based upon the Mitigated Negative Declaration, public comments, and the record before the Agency Board, the Agency finds that the following environmental impact areas will have less than significant impacts and will not require mitigation: Agricultural Resources, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Land Use Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation and Traffic, Utilities and Service Systems and Mandatory Findings of Significance.
- Based upon the Mitigated Negative Declaration, public comments and the record before the Agency Board, the Agency finds that the following environmental impact areas will have less than significant impacts on the environment with mitigation: Aesthetics, Air Quality, Hazards and Hazardous Materials and Noise.

Resolution of Necessity

An appraisal of the Subject Property, including land and improvements, was prepared by an independent appraiser, Lidgard and Associates, Inc., on June 6, 2008. On August 21, 2008, an offer to purchase the Subject Property at fair market value, pursuant to Government Code Section 7267.2(a), was submitted to the owner of the Subject Property. The fair market value of the Subject Property was determined to be \$650,000. The initial offer was rejected by the property owner. Negotiations have continued without success. The acquisition of the Subject Property will not be possible without the use of the Agency's power of condemnation.

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A Notice of Hearing on the Resolution of Necessity was mailed on July 30, 2009, by certified mail, return receipt requested, and by first class mail to the owner of record of the Subject Property as shown on the latest equalized tax rolls. Said owner was notified that if he/she wishes to appear at the hearing and be heard, he/she must file a written request to appear with the City Clerk within fifteen (15) days from the date the notice was mailed. The proposed Resolution of Necessity is attached.

The Code of Civil Procedure, Section 1245.230 requires that the Resolution of Necessity be adopted after a hearing at which time the governing body of the public entity must find and determine each of the following:

1. Whether the public interest and necessity require the proposed project;
2. Whether the proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
3. Whether the property sought to be acquired is necessary for the proposed project; and
4. Whether the offer required by Government Code Section 7267.2(a) has been made to the property owner or owners of record, or the offer has not been made because the owner(s) cannot be located with reasonable diligence.

Recommended findings of the Agency as they relate to the condemnation of the Subject Property at 1501 East Pacific Coast Highway, Assessor Parcel Number 7210-035-005, including land, improvements, and fixtures and equipment are as follows:

1. Public interest and necessity require the proposed project.

The Redevelopment Plan for the Central Long Beach Redevelopment Project Area was adopted on March 6, 2001. The goals of the Plan include the correction of environmental deficiencies such as incompatible land uses; assembly of land into parcels suitable for modern, integrated development; replanning, redesign, and development of portions of the Project Area which are stagnant or improperly utilized and the provision of adequate land for parking and open spaces. The proposed project of the acquisition of the Subject Property, subsequent demolition of all existing improvements and construction of a surface parking lot is consistent with the Plan's strategic objectives.

2. Whether the proposed project is planned and located in a manner that will be most compatible with the greatest public good and least private injury.

The fundamental purpose of the Plan is to improve the quality of life for residents and business enterprises within the Project Area. Acquisition, demolition and construction of a surface parking lot on the Subject Property is consistent with the Plan's strategic objectives resulting in the correction of environmental deficiencies

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such as incompatible land uses; assembly of land into parcels suitable for modern, integrated development; replanning, redesign, and development of portions of the Project Area and the provision of adequate land for parking, and affects a greater public good with minimal private injury.

3. The property sought to be acquired is necessary for the proposed project.

The acquisition and demolition of the Subject Property improvements and construction of a surface parking lot on the Subject Property is consistent with the Plan's strategic objectives. It is in the public interest to acquire the Subject Property in order to correct environmental deficiencies; assemble land into parcels suitable for modern, integrated development; replan stagnant or improperly utilized parcels; and provide adequate land for parking consistent with the Plan. This action will further the goals and objectives of the Plan for the Project Area by allowing for assembly of land for construction of a surface parking lot.

4. The offer of just compensation has been made to the property owners.

The Subject Property was appraised by an independent appraiser, Lidgard and Associates, Inc., on June 6, 2008. An offer at fair market value was presented to the owner of record. The offer was rejected. Due to the refusal of the owner to accept the Agency's offer of just compensation based on the fair market value, the Subject Property cannot be acquired except by the Agency's exercise of its power of eminent domain.

SUGGESTED ACTION:

Adopt recommendation.

Respectfully submitted,



for CRAIG BECK
EXECUTIVE DIRECTOR

CB:AJB:DSW:mft

Attachments: Exhibit A – Site Map
Exhibit B – Site Photos
Exhibit C – Mitigated Negative Declaration
Redevelopment Agency Resolution

EXHIBIT B
SITE PHOTOS – 1501 East Pacific Coast Highway





View from May Avenue

Exhibit C



**Long Beach City College
Parking Lot Expansion Project**

INITIAL STUDY

Prepared by:

City of Long Beach
Department of Development Services
Planning Bureau

INITIAL STUDY

Project Title:

Long Beach City College Parking Lot Expansion Project

Lead agency name and address:

Long Beach Redevelopment Agency
333 W. Ocean Boulevard, 3rd Floor
Long Beach, CA 90802

Contact person and phone number:

Craig Chalfant
(562) 570-6368

Project location:

1501-1595 E. Pacific Coast Highway, City of Long Beach, County of Los Angeles, CA

Project Sponsor's name and contact information:

City of Long Beach, Long Beach Development Services
c/o Tony Foster
333 W. Ocean Boulevard, 3rd Floor
Long Beach, CA 90802
(562) 570-6393

General Plan:

Land Use Designation No. 8M Mixed Office Retail/Residential Strip

Zoning:

CHW Commercial Regional Highway District

Project Description:

The proposed project involves the acquisition and demolition of all existing structural improvements on the project site and construction of a surface parking lot for the Long Beach City College (LBCC) Pacific Coast Campus. This parking lot will consist of 70 parking spaces with two full ingress and egress driveways, one accessing Pacific Coast Highway and the other accessing the east/west alley abutting the northern project boundary. The demolition and construction activities are estimated to take approximately six months from commencement of work.

The project site fronts Pacific Coast Highway between May and Walnut Avenues, consisting of the following parcels: Assessor Parcel Numbers 7210-035-002, 003, 004, 005 and 906. As part of the land acquisition actions undertaken for assembling the project site, a privately owned parcel (Assessor Parcel Number 7210-035-005) would be acquired by the Long Beach Redevelopment Agency through negotiated agreement or, upon determination by the Redevelopment Agency, eminent domain.

Surrounding land uses and settings:

The project site is bounded on the north by the Long Beach City College Pacific Coast Campus; on the east by Chittick Field Park (Hamilton Bowl) and commercial uses; on the south by Whittier Elementary School, commercial and residential uses; and on the west by Martin Luther King Jr. Park, commercial and residential uses.

Public agencies whose approval is required:

Long Beach Redevelopment Agency (adopt Negative Declaration 01-09)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:


The environmental factors checked below would be potentially affected by this project involving at least one impact that is a "Less Than Significant with Mitigation Incorporation" as indicated by the checklist on the following pages:

<input checked="" type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Population & Housing
<input type="checkbox"/> Agricultural Resources	<input type="checkbox"/> Hydrology & Water Quality	<input type="checkbox"/> Public Services
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Land Use & Planning	<input type="checkbox"/> Recreation
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Transportation & Traffic
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> National Pollution Discharge Elimination System	<input type="checkbox"/> Utilities & Service Systems
<input type="checkbox"/> Geology & Soils	<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR 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.



Craig Chalfant
Planner

5/27/09

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are supported adequately by the information sources a lead agency cites in the parenthesis following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration; Less Than Significant With Mitigation Incorporation" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration (per Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effect were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6) Lead agencies are encouraged to incorporate into the check list references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
 - a) The significance criteria or threshold. If any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

I. AESTHETICS

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The City topography is relatively flat, with scenic vistas of the ocean to the south and the Palos Verdes peninsula to the west. The nearest scenic hills are located in the City of Signal Hill, which is completely surrounded by the City of Long Beach. In addition, distant views of the San Gabriel and San Bernardino Mountains to the north as well as the Santa Ana Mountains to the east are occasionally available to the public on days of clear visibility (primarily during the winter months).

The proposed project involves removal of all existing structural improvements from the project site and improvement of this site as a 70 space surface parking lot for the Long Beach City College (LBCC) Pacific Coast Campus. The project site is surrounded by institutional uses (LBCC, Whittier Elementary, Butler Middle School), commercial uses along Pacific Coast Highway, and residential uses on the interior streets. The nearest scenic vistas are the hilly topography in the City of Signal Hill.

The City's Scenic Routes Element does not identify any scenic routes in the project vicinity. The nearest scenic routes are Pacific Coast Highway from the Traffic Circle to the southeastern City boundary (approximately two miles east of the project site at the Traffic Circle) and Ocean Boulevard (approximately two miles south of the project site at the Atlantic Avenue/Ocean Boulevard intersection).

The project would not involve the construction or reconstruction of any structures that could potentially block views of surrounding properties. Since there are no nearby scenic routes and the project would not block or otherwise obscure views of any existing scenic resources, the project would not have any adverse impacts on any scenic vistas. No further environmental analysis is necessary.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

There are no State designated scenic highways located within the City (the portion of Pacific Coast Highway east of the Traffic Circle is identified in the State's Scenic Highway Program as an "eligible" scenic highway). No scenic resources, trees or rock outcroppings would be damaged as a result of removing the existing project site structures to create a LBCC surface parking lot. There would therefore be no impact to any natural scenic resource and no further analysis is required.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

See Sections I. (a) and (b) above for discussion. The project would remove all existing structural improvements and land uses on the project site, which presently consists of an automotive repair service facility. Improvement of the project site as a surface parking lot would not degrade the existing visual character or quality of the project site or surrounding area and therefore no further analysis of this environmental issue is required.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project site vicinity is urban in character, with high levels of lighting emanating from commercial and institutional (LBCC, Whittier Elementary School, Butler Middle School) land uses as well as street lighting along Pacific Coast Highway. The proposed project would include outdoor lighting structures for nighttime illumination of this surface parking lot. The project would not increase potential sources of glare since no reflective materials are included in the parking lot design. While potential glare sources also include the sun's reflection from metallic or glass surfaces on vehicles in this parking lot, the level of glare would not be substantially greater than existing conditions on the project site and from vehicles parking along Pacific Coast Highway.

Although the proposed project would not substantially alter existing nighttime lighting conditions in the surrounding area, the following mitigation measure would minimize any potential adverse impacts related to project lighting.

Mitigation Measure AES-1

Prior to the issuance of any building permits, the applicant shall submit an Exterior Lighting Plan specifying the location, type and wattage of all lighting fixtures. This Lighting Plan shall include a photometric design study demonstrating that all outdoor lighting fixtures are designed or located in a manner that will contain direct light rays on-site and will minimize light spillover onto surrounding properties and roadways. All lighting structures shall be shielded and directed away from surrounding properties and roadways. This Lighting Plan shall be subject to the review and approval of the City of Long Beach Department of Development Services and the Long Beach Police Department.

Implementation of Mitigation Measure AES-1 would reduce any potential adverse lighting and glare impacts to a less than significant level.

II. AGRICULTURE RESOURCES

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

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

For Sections II. (a), (b) and (c) -There are no agricultural zones within the City of Long Beach, which is a fully urbanized community that has been built upon for over half a century. The proposed parking lot would have no effect upon agricultural resources within the City of Long Beach or any other neighboring city or county.

III. AIR QUALITY

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

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

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

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

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project site is located within the City of Long Beach, which is part of the South Coast Air Basin and under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD's *CEQA Air Quality Handbook* establishes the current guidelines and emission thresholds for assessment of potential air quality impacts. This *Air Quality Handbook* includes a consistency finding to determine whether a project is inconsistent with the assumptions and objectives of the SCAQMD's *Air Quality Management Plan* (AQMP). In addition, the Southern California Association of Governments (SCAG) has determined that if a project is consistent with the growth forecasts for the subregion in which it is located, it is consistent with the AQMP, and regional emissions are mitigated by the control strategy specified in the AQMP.

The project would not add any residential units or structures that would create substantial employment or housing demands. The project would remove all existing structural improvements and the automotive repair land use to provide a LBCC surface parking lot. This parking lot is not part of any LBCC building development proposal, but rather is intended to accommodate existing LBCC parking demands. Since this project is not growth inducing, there would be no inconsistencies with either the SCAG growth forecasts or the AQMP and therefore no further analysis is required.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Both the State of California and the federal government have established ambient air quality standards for the following air pollutants: carbon monoxide, ozone, nitrogen oxides, sulfur oxides, particulate matter less than 10 and 2.5 microns in diameter, and lead. Ozone is formed by a photochemical reaction between nitrogen oxides and reactive organic gases, and therefore ozone impacts are assessed by evaluating these two sources.

Project demolition and construction activities would be temporary and short-term, estimated to take approximately six months from commencement of work. All construction-related air impacts would cease at the end of the project demolition and construction phases. Stationary and mobile on-site construction equipment would include trucks, tractors, and paving equipment. Based on the nominal amount of daily work trips required for project demolition and construction, construction worker trips are not anticipated to significantly contribute to traffic emission levels on surrounding roadways. Due to the limited amount of work involved in removing all project site buildings for construction of a paved surface parking lot with no permanent structures, air quality impacts from project demolition and construction activities would not be substantial.

Project operations would consist of a parking lot for the LBCC campus and would not differ in function or intensity from other LBCC parking facilities. Project operations would therefore not result in any significant air quality impacts.

In order to minimize demolition and construction related emissions, all construction vehicles and equipment would be required to include State-mandated emission control devices pursuant to State emission regulations. Short term construction emissions of particulate matter would be further reduced with implementation of the dust suppression measures contained in SCAQMD Rule 403. Additionally, the following mitigation measures are recommended to further reduce the level of demolition and construction related air quality impacts.

Mitigation Measure AQ-1

Prior to the issuance of a building permit, the City of Long Beach Building Official (or designee) and the City of Long Beach Director of Public Works (or designee) shall review and approve the final demolition and construction plans to ensure that the following dust suppression measures, as provided in the SCAQMD *CEQA Air Quality Handbook*, are incorporated.

- All excavated or graded materials shall be sufficiently watered to prevent excessive dust dispersion. Watering shall occur at least twice daily with complete coverage of the project site, preferably in the late morning and after work is completed in the afternoon. Watering shall be increased whenever wind speeds exceed 15 miles per hour (mph). All grading and earth movement activities shall be suspended whenever wind gusts exceed 25 mph.
- All materials transported on-site or off-site shall be securely covered to prevent excessive dust dispersion.
- Sweep all streets and alleys once per day if visible soil materials are carried to adjacent streets or alleys using water sweepers with reclaimed water.
- Minimize at all times the area disturbed by demolition, clearing, grading, earthmoving or excavation operations.
- All trucks hauling dirt, sand, soil or other loose materials shall be tarped with a fabric cover and maintain a freeboard height of at least 12 inches.
- Wash all trucks and construction equipment when leaving the project site.
- Limit on-site vehicle speeds to a maximum of 15 mph.
- If importation, exportation and stockpiling of fill material is involved, earth with 5% or greater silt content that is stockpiled for more than two days shall be covered, kept moist, or treated with earth binders to prevent dust dispersion.

Mitigation Measure AQ-2

Prior to the issuance of a building permit, the Construction Contractor shall provide evidence to the City of Long Beach Building Official (or designee) that the construction equipment to be used on-site is based on low-emission factors and high energy efficiency. The following measures shall also be implemented throughout construction to reduce air pollutant emissions:

- Whenever feasible, electricity from temporary power poles on-site shall be utilized rather than temporary diesel or gasoline generators.
- Whenever feasible, on-site mobile equipment shall be fueled by methanol or natural gas (to replace diesel-fueled equipment), or fueled by propane or butane (to replace gasoline-fueled equipment).
- Aqueous diesel fuel or biodiesel, if available, shall be used in diesel fueled vehicles whenever methanol or natural gas are not available.
- All equipment engines shall be tuned and maintained in accordance with the manufacturer's specifications.
- All construction trucks and equipment shall be shut off when not in use and idle for more than five minutes.
- All construction activities shall be timed so as to not interfere with peak-hour traffic and to minimize obstruction of through traffic lanes adjacent to the project site. If necessary, a flagperson shall be retained to minimize traffic delays.

Implementation of Mitigation Measures AQ-1 and AQ-2 would reduce potential adverse construction air quality impacts to a less than significant level.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Sections III. (a) and (b) above for discussion. Project construction and operations would not result in significant air quality impacts and implementation of Mitigation Measures AQ-1 and AQ-2 would further reduce the level of potential construction air quality impacts.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The *CEQA Air Quality Handbook* defines sensitive receptors as children, elderly and sick individuals that are more susceptible to the effects of air pollution than the population at large. Facilities that serve various types of sensitive receptors, including, schools, hospitals, and senior care centers, are located throughout the City. For the project site, nearby locations of potentially sensitive receptors include the LBCC Pacific Coast Campus, Whittier Elementary School, Butler Middle School, Chittick Field Park, and Martin Luther King Jr. Park. However, project construction and operations would not result in significant air quality impacts and Mitigation Measures AQ-1 and AQ-2 would further reduce the level of potential construction air quality impacts. Project operations would consist of a parking lot for the LBCC campus and would not differ in function or intensity from other LBCC parking facilities. Please see Sections III. (a) and (b) above for further discussion.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Potential sources of odors during construction include use of architectural coatings and solvents, and diesel-powered construction equipment. SCAQMD Rule 1113 limits the amount of volatile organic compounds (VOCs) from architectural coatings and solvents, which lowers odorous emissions.

Project demolition and construction activities could generate some airborne odors typically associated with construction vehicles and equipment, such as diesel exhaust. However, project development related odors would be emitted from localized sources and would not emanate far from the sources. Such odors are therefore considered isolated to the immediate project vicinity and would not disperse significant odor levels to nearby school and park facilities. While this is considered a less than significant impact, implementation of Mitigation Measures AQ-1 and AQ-2 would further minimize construction related diesel and other odor-producing emissions.

f. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project will generate some emission of greenhouse gases, primarily through construction vehicle and equipment exhaust emissions, throughout the demolition and construction activities. At present, there are no federal, State or local emissions thresholds established for greenhouse gases such as carbon dioxide. However, the project would not create any long-term on-site stationary sources and would not establish any new growth-inducing land uses. The project involves removal of all existing structural improvements as well as termination of automotive repair activities on the project site and replacement with a LBCC parking lot to accommodate parking demands from current LBCC operations. The project's contribution to global climate change in the form of greenhouse gas emissions is therefore limited to demolition/construction vehicle and equipment emissions. The project would not result in any new, ongoing sources of greenhouse gas emissions. Therefore, the project's contribution to greenhouse gas emissions of global climate change is less than significant.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

See Section III. (f) above for discussion. The project would not establish any new plans, policies or regulations that would conflict with any federal, State or local plans, policies or regulations intended to reduce greenhouse gas emissions.

IV. BIOLOGICAL RESOURCES

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

There are no wildlife habitats or habitats for any sensitive or special status species within or in the vicinity of the project site. The surrounding area is fully urbanized, and the project site has no open space or any other type of environment that could accommodate wildlife habitat. The site consists of nonresidential building improvements and impervious surfaces (parking areas, sidewalks, curb and gutters). No further environmental analysis is required.

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, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

There are no riparian habitat areas in or around the project site. The project would have no impact on any riparian habitats or other sensitive natural communities. No further environmental analysis is required.

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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

There are no wetland areas in or around the project site. The project would not impact any protected wetland areas. No further environmental analysis is required.

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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project site is fully urbanized and the project would not alter or adversely impact any native resident or migratory fish or wildlife species, corridors or nursery sites. No further environmental analysis is required.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Project implementation to remove all existing structures for establishment of a LBCC parking lot would not alter or eliminate any existing or future policy or ordinance protecting biological resources. No further environmental analysis is required.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project is unrelated to habitat conservation and would not have any adverse effects on any existing or future habitat conservation plans. Please see Sections IV. (a) through (e) above for further discussion.

V. CULTURAL RESOURCES

Evidence indicates that primitive peoples inhabited portions of the City as early as 5,000 to 2,000 B.C. Much of the remains and artifacts of these ancient peoples were destroyed during the first century of the City's development. The remaining archaeological sites are located predominantly in the southeast sector of the City.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

There are no designated historic buildings on the project site and the project is not located in a historic district. Project implementation would have no impact on any historic resources in the City. No further environmental analysis is necessary.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section §15064.5?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

No archaeological resources are known to exist in or around the project site. The probability that project implementation could impact any archaeological deposits is considered to be very low, given that the project site has been previously disturbed by grading associated with past construction activities for the existing structures. Furthermore, removal of all structural improvements and construction of a surface level parking lot would not involve extensive grading or excavation. Any grading or excavation related to this project would not be expected to occur at a lower depth than previous construction activities. If any previously undiscovered cultural materials are encountered during project construction, all construction work would be required under State law to stop until a qualified archaeologist can evaluate the nature and significance of any such find. Impacts related to archaeological resources would therefore be less than significant.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Ground disturbances such as grading and excavation are expected to be minimal since the project involves only the removal of existing structural improvements and resurfacing of the site for a LBCC surface level parking lot. Due to the limited amount of ground disturbance and the past disturbances on the project site, there is low potential for undocumented buried resources to be encountered. Please see Sections V. (a) and (b) for further discussion.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Due to past ground disturbances and the fully urbanized character of the surrounding area, no conditions exist that suggest human remains are likely to found on the project site. It is not anticipated that project implementation would disturb any human remains, included those interred outside of formal cemeteries. If human remains are found, such remains would be subject to the provisions of California Public Resources Health and Safety Code Section 7050.5-7055. 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 California Native American Heritage Commission (NAHC) and consultation with the individual(s) identified by the NAHC as the "most likely descendent." If human remains are found during any grading or excavation activities, work must stop in the vicinity of the find as well as any area that is reasonably suspected 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. Following compliance with State regulations, which detail the appropriate actions necessary in the event human remains are encountered, impacts would be considered less than significant.

VI. GEOLOGY AND SOILS

a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Per Plate 2 of the Seismic Safety Element of the General Plan, 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 less than a mile south of this fault zone. However,

project implementation would not expose people or structures to potentially substantial adverse effects involving fault rupture since the project does not involve the use or construction of any buildings for human occupancy. The project will remove all existing structural improvements and convert the site into a surface parking lot. Project construction and operations are therefore not anticipated to result in any significant impacts related to fault rupture and no further analysis is necessary.

ii. Strong seismic ground shaking?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Newport-Inglewood fault zone 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, numerous variables determine the level of damage to a specific location. Given these variables, it is not possible to determine the level of damage that may occur on the site during a seismic event. However, the project would not increase the likelihood of an earthquake or increase the severity of earthquake induced seismic ground shaking. The project would not involve the use or construction of any buildings for human occupancy and therefore project impacts would be less than significant. Please see Section VI. (a)(i) above for further discussion.

iii. Seismic-related ground failure, including liquefaction?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Per Plate 7 of the Seismic Safety Element, most of the City is located in areas of either minimal or low liquefaction potential. The only exceptions are in the southeastern portion of the City, where there is significant liquefaction potential, and the western portion (most of the area west of Pacific Avenue and south of the 405 freeway), where there is either moderate or significant liquefaction potential. The project site is located in an area of minimal liquefaction potential and project impacts on seismic-related ground failure would be less than significant. Please see Sections VI. (a)(i) and (ii) above for further discussion.

iv. Landslides?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Per the Seismic Safety Element, 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 (except for a few slopes on Signal Hill and Reservoir Hill) results in only about 0.1 percent of the City lying within the earthquake-induced landslide zone for this quadrangle. The project site is flat and there are no hilly areas in the immediate project vicinity. Therefore, no impact would be expected and no further environmental analysis is required.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project would be required to adhere to all applicable construction standards regarding erosion control, including Best Management Practices (BMPs), to minimize runoff and erosion impacts from earth-moving activities such as excavation, recontouring and compaction. However, the project only involves the removal of all existing structural improvements on the project site to provide a surface parking lot, so soil movement and erosion impacts would be minimal compared to construction projects requiring extensive excavation and grading. Project impacts would therefore be less than significant. No further environmental analysis is necessary.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section VI. (b) above for discussion. Soil movement from project implementation would be minimal since construction of a surface parking lot would not require excavation or extensive grading.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Per the City's Seismic Safety Element, the City is divided into four predominant soil profiles, designated as Profiles A through D. The project site is located in Profile D, which is composed of interbedded units of sandstone, siltstone, and shale ranging in age from Miocene to late Pleistocene. The near surface soils consist predominately of cohesionless soils such as sand, silty sand, and sandy silt that are generally medium to very dense. These types of soils are considered less expansive than soils with higher clay content, which tend to hold water and expand during rainy periods. Therefore, the project site is not characterized by more expansive types of soils and impacts would be less than significant.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The entire City is served by an existing sewer system and therefore no need for septic tanks or any other alternative waste water disposal systems. No further environmental analysis is required.

VII. HAZARDS AND HAZARDOUS MATERIALS

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project involves demolition of all structural improvements and termination of all existing land uses on the project site, which presently consists of an automotive repair facility. This automotive repair facility may contain hazardous materials such as asbestos and lead paint. The demolition and disposal of these

materials could potentially create significant public health hazards. However, the handling and disposal of any hazardous or potentially hazardous materials would be required to comply with SCAQMD Rule 1403 (Asbestos Demolition and Renovation Activities) as well as Long Beach Municipal Code Chapters 8.86 (Hazardous Materials Release Response Plans and Inventory), 8.87 (Hazardous Waste Control), and 8.88 (Hazardous Materials Cleanup). In addition, the project must comply with California Occupational Safety and Health Administration (CalOSHA) regulations regarding lead-based materials. California Code of Regulations Section 1532.1 requires the testing, monitoring, containment, and disposal of lead-based materials to ensure exposure levels do not exceed CalOSHA standards.

The following mitigation measures are recommended to reduce potential impacts related to the release of asbestos or lead-based materials during demolition of the automotive repair facility and transport of demolished building materials.

Mitigation Measure HAZ-1

Prior to the issuance of any permit for demolition, a lead-based paint and asbestos survey shall be performed by a licensed sampling company. All testing procedures shall follow all applicable State and federal protocol. The lead-based paint and asbestos survey report shall quantify the areas of lead-based paint and asbestos containing materials pursuant to State and federal standards.

Mitigation Measure HAZ-2

Prior to any building demolition, any on-site structures that contain asbestos must have all asbestos containing material removed according to proper abatement procedures recommended by an asbestos consultant. All abatement activities shall be in compliance with federal OSHA, CalOSHA, and SCAQMD requirements. Only asbestos trained and certified abatement personnel shall be allowed to perform asbestos abatement. All asbestos containing material removed from on-site structures shall be hauled to a licensed receiving facility and disposed of under proper manifest by a transportation company certified to handle asbestos. Following completion of the asbestos abatement, the asbestos consultant shall provide a report documenting the abatement procedures used, the volume of asbestos containing material removed, and the location where the asbestos containing material was disposed. The abatement report shall include all transportation and disposal manifests or dump tickets. The abatement report shall be prepared for the property owner or other responsible party, with a copy submitted to the City of Long Beach.

Mitigation Measure HAZ-3

Prior to any building demolition, a licensed lead-based paint consultant shall be contracted to evaluate all structures for lead-based paint. If lead-based paint is

discovered, it shall be removed according to proper abatement procedures recommended by the consultant. All abatement activities shall be in compliance with federal OSHA, CalOHSA, and SCAQMD requirements. Only lead-based paint trained and certified abatement personnel shall be allowed to perform abatement activities. All lead-based paint removed from these structures shall be hauled and disposed of by a transportation company licensed to transport this type of material. All lead-based material shall be taken to a landfill or receiving facility licensed to accept this type of material. Following completion of the lead-based paint abatement, the consultant shall provide a report documenting the abatement procedures used, the volume of lead-based paint removed, and the location where this material was disposed. The abatement report shall include all transportation and disposal manifests or dump tickets. The abatement report shall be prepared for the property owner or other responsible party, with a copy submitted to the City of Long Beach.

Incorporation of Mitigation Measures HAZ-1, HAZ-2 and HAZ-3 would reduce potential impacts related to asbestos and lead-based materials to a less than significant level.

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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section VII. (a) above for discussion. Mitigation Measures HAZ-1, HAZ-2 and HAZ-3 would reduce potential hazardous materials impacts related to asbestos and lead-based materials to a less than significant level.

The project site is in an area that has been developed for urban uses for several decades. Although there is at present no evidence of on-site soil or groundwater contamination, contaminants could be present on this site. There will be some ground disturbance during project demolition and construction phases, including some re-grading for new parking lot surface. If surface or near surface contaminants are present on the project site, these contaminants could be disturbed during site development. If appropriate remedial actions are not taken, excavation and transport of such contaminants could potentially result in exposure of construction workers or the public to health hazards. The following mitigation measures are therefore recommended for this potential hazard.

Mitigation Measure HAZ-4

Project demolition plans shall include a contingency plan to be implemented in the event that contaminants are suspected or discovered. The contingency plan shall identify the appropriate personnel to be notified, emergency contacts, and a sampling protocol to be implemented. The demolition contractors shall be notified of the possibility of encountering unknown hazardous materials and shall be provided with appropriate contact and notification information. The contingency plan shall include a provision stating at what point it is safe to continue with the demolition and identify the person authorized to make that determination.

Mitigation Measure HAZ-5

If contaminants are detected, soil sampling shall be performed and the results forwarded to the appropriate local regulatory agency (Long Beach/Signal Hill Certified Unified Program Agency, Los Angeles Regional Water Quality Control Board, or the State Department of Toxic Substances Control). The local regulatory agency would have the responsibility of determining whether any additional investigation or remedial activities would be necessary.

Mitigation Measure HAZ-6

If concentrations of contaminants warrant site remediation, the contaminated materials shall be remediated either before project construction or concurrent with construction. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation. The remediation program shall be approved by the appropriate local regulatory agency (Long Beach/Signal Hill Certified Unified Program Agency, Los Angeles Regional Water Quality Control Board, or the State Department of Toxic Substances Control). All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation, the environmental consultant shall prepare a report summarizing the remediation activities, including all waste disposal and treatment manifests.

Mitigation Measure HAZ-7

If groundwater contamination is suspected or detected, the applicant shall conduct a groundwater sampling assessment. If contaminants are detected in groundwater at levels that exceed maximum contaminant levels for those constituents in the drinking water, or if the contaminants exceed health risk standards, the results of the groundwater sampling shall be forwarded to the appropriate local regulatory agency (Long Beach/Signal Hill Certified Unified Program Agency, Los Angeles Regional Water Quality Control Board, or the State Department of Toxic Substances Control). The appropriate regulatory

agency shall then be responsible for determining if any additional investigation or remedial activities are necessary.

Incorporation of Mitigation Measures HAZ-4, HAZ-5, HAZ-6 and HAZ-7 would reduce potential impacts related to soil or groundwater contamination to a less than significant level.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Sections VII. (a) and (b) above for discussion. Nearby school facilities include LBCC, Whittier Elementary School and Butler Middle School. Mitigation Measures HAZ-1 through HAZ-7 would reduce potential impacts from hazardous materials or hazardous emissions to a less than significant level.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Based on the investigations performed for the two project site Phase I ESAs, the subject properties were not included on any lists of hazardous materials sites. No evidence exists to indicate that the remaining parcels on the property site would differ to any substantial degree from the findings of these ESAs. Please see Sections VII. (a) and (b) above for further discussion.

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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Long Beach Airport is located within the City just north of the 405 freeway between Cherry Avenue and Lakewood Boulevard. The project site is located approximately two miles south of this Airport. However, demolition of the existing project site structures and replacement with a surface parking lot would not impact airport operations, alter air traffic patterns or in any way conflict with established Federal Aviation Administration (FAA) flight protection zones. No further environmental analysis is necessary.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

There are no private airstrips located within or adjacent to the City. No further environmental analysis is required.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project would not create any structures or alter any travel routes that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No further environmental analysis is required.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The City is a highly 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 further environmental analysis is required.

VIII. HYDROLOGY AND WATER QUALITY

The Federal Emergency Management Agency (FEMA) produced a series of Flood Insurance Rate Maps (FIRMs) designating potential flood zones (based on the projected inundation limits for breach of the Hansen Dam and that of the Whittier Narrows Dam, as well as the 100-year flood as delineated by the U.S. Army Corps of Engineers) which was adopted in July 1998.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Pursuant to Section 402 of the federal Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources (conveyances such as pipelines) that discharge pollutants. The City of Long Beach has its own municipal NPDES permit (NPDES No. CAS004003), which requires certain types of projects to comply with the Los Angeles County Standard Urban Storm Water Mitigation Plan (SUSMP). The types of projects subject to SUSMP requirements are hillside projects, residential subdivisions of 10 units or more, new commercial development of 100,000 square feet or more of impermeable areas, and projects located adjacent to or discharging into environmentally sensitive areas. This project would therefore not be subject to SUSMP requirements.

The State of California requires any construction activity disturbing one acre or more of soil to comply with the State General Construction Activity Storm Water Permit. The project site totals 29,098 square feet (259.8 feet by 112 feet) or about 0.67 acres. The project would therefore not be subject to this State permit requirement.

A limited amount of construction related storm runoff could result from the project. This could include typical construction related pollutants such as chemicals, paints, fuels and lubricants. However, since the project only involves demolition of all existing project site structures and replacement with a surface parking lot, construction related runoff of the level associated with development projects would not occur. Furthermore, the project would be subject to Long Beach Municipal Code Section 18.95.050, Development Construction, which requires compliance with Best Management Practices (BMPs) to ensure project construction runoff and discharges would not violate any water quality standards. Typical construction BMPs include storm drain inlet protection, diversion of storm water flows from disturbed areas, and construction housekeeping practices such as barricading catch basins and manholes during paving activities.

While the project would result in an increase in impervious surfaces on the site compared with existing conditions, there would not be a substantial increase in pollutant loadings. The project site fronts Pacific Coast Highway, a State highway regulated by the California Department of Transportation (Caltrans). The project must comply with all applicable post-construction BMPs pursuant to Caltrans' Statewide Stormwater Management Plan to reduce pollutant loadings and prevent sediment laden water from entering the storm drainage system.

Implementation of the local and State mandated construction and post-construction BMPs would ensure that the project would not violate water quality standards or waste discharge requirements and therefore impacts would be at a less than significant level.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section VIII. (a) above for discussion. The City is a highly urbanized community with the water system infrastructure fully in place to accommodate future development. Project construction to replace existing structural improvements with a surface parking lot would not require more than a few feet of excavation as part of the grading and paving activities. The City's Public Safety Element indicates on Plate 9, Groundwater Contours, that the groundwater level at the project site is 20 feet below ground surface level. Therefore, it is not anticipated that groundwater would be encountered during project construction.

The project would not create any new land uses other than a LBCC parking lot and therefore would not increase demands for water usage. The project would not utilize or deplete groundwater supplies and would not interfere with groundwater recharge. Project impacts would therefore be considered less than significant.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The nature and scope of this project would not alter any existing drainage patterns or alter the course of any streams or rivers. The increase in impervious surfaces would not result in substantial erosion or siltation on-site or off-site.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Sections VIII. (a) and (c) above for discussion.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Sections VIII. (a) and (c) above for discussion. The City's existing storm water drainage system is adequate to accommodate existing and anticipated runoff from the project site.

f. Would the project otherwise substantially degrade water quality?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Sections VIII. (a) and (c) above for discussion.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

According to the Federal Emergency Management Agency (FEMA), the project site is located in Zone X (based on Flood Insurance Rate Map dated January 2002), which is outside of the 100 year flood hazard area. No housing or any other type of residential land uses or structures are proposed as part of this project.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section VIII. (g) above for discussion. All existing structures would be removed and no new structures are proposed as part of this project.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section VIII. (g) above for discussion. Flooding in Long Beach would most likely be the result of either heavy rains or earthquakes. Earthquake induced flooding could result from failure of water-retaining structures during earthquakes. Plate 11, Areas of Potential Flooding, in the City's Public Safety Element identifies areas that could be subject to possible flooding on a ten year recurrence probability. The project site is located in an area possible flooding, which would require site-specific drainage considerations prior to approval of any construction. However, the project does not involve the construction of any building for human occupancy and therefore would not expose people or structures to a significant risk of flooding related hazards.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

A tsunami is a sea wave generated by a submarine earthquake, landslide or volcanic activity. More specifically, tsunamis are long period, low amplitude ocean waves. According to the City's Seismic Safety Element, a major tsunami from an earthquake, landslide or volcanic event is considered extremely remote for Long Beach. A seiche is an earthquake or landslide induced wave that can be generated in any enclosed body of water.

The project site is located approximately three miles north of the coast. According to Plate 11 of the Seismic Safety Element, the majority of Long Beach is not within a zone influenced by the inundation of seiche, tsunami, or mudflow. Potential tsunami hazards would be limited to residential properties near the coastline. Please see Sections VIII. (g) and (i) for further discussion.

IX. LAND USE AND PLANNING

a. Would the project physically divide an established community?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project would remove all existing structural improvements on a 0.67 acre site fronting Pacific Coast Highway, adjacent to the southeastern corner of the LBCC Pacific Coast Campus, for construction of a new LBCC surface parking lot. The project improvements are limited in scope and would not physically divide the LBCC campus or any established community. No impacts would result from the project and no further environmental analysis is necessary.

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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project site is located in General Plan Land Use Designation (LUD) No. 8M Mixed Office Retail/Residential Strip. This LUD district is intended for major streets in the City that portray a highly urbanized appearance. The project site zoning district is CHW Commercial Regional Highway. This is a commercial use district for mixed scale commercial uses located along major arterial streets and regional traffic corridors. The project site is also located in the Central Long Beach Redevelopment Project Area. The project site is not located in any

historic district and there are no historic buildings on the project site. The project site is not located in the Coastal Zone and is not located in any specific plan or other type of special planning district.

As a State authorized public educational facility, the LBCC campus is considered exempt from local land use regulations. The project site abuts the southeastern corner of the LBCC Pacific Coast Campus and would therefore be an extension of this existing campus. The project would not conflict with any LBCC physical planning policies or regulations but rather would provide additional campus parking improvements to better serve existing LBCC operations. Project impacts would therefore be less than significant and no further environmental analysis is necessary.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

See Sections IX. (a) and (b) above for discussion. The City is highly urbanized environment characterized by in-fill development projects that recycle previously developed properties. As stated in Biological Resources IV. (a) above, there are no wildlife habitats or habitats for any sensitive or special status species within or in the vicinity of the project site. No habitat conservation plan or natural communities conservation plan would be impacted by project implementation.

X. MINERAL RESOURCES

Historically, the primary mineral resources within the City of Long Beach have been oil and natural gas. However, oil and gas extraction operations have diminished over the last century as the resource has become depleted. Today, extraction operations continue but on a reduced scale compared to past levels.

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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project site and surrounding properties are part of a fully urbanized area with no known mineral resources of value or mineral extraction operations in the

immediate vicinity. There are no mineral resource activities that would be altered or displaced by the project. No further environmental analysis is necessary.

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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section X. (a) above for discussion. The project site is not located in or near any mineral extraction operations. The project does not involve a mineral resource recovery site and therefore no impacts from project implementation would occur.

XI. 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.

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 of Long Beach 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 of Long Beach has adopted a Noise Ordinance (Long Beach Municipal Code Chapter 8.80) that sets exterior and interior noise standards.

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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Building construction activities typically involve various types of short-term noise impacts from trucks, earth-moving equipment, and depending on project site characteristics, activities that generate short-term loud noises and vibrations such as pile driving. Construction equipment can include dozers, backhoes, cranes, compaction equipment, paving equipment, tractors, and trucks. Noise produced by construction equipment will vary depending upon the type of equipment required, duration of equipment operations, and maintenance levels. Construction noise is a short term occurrence that ends with completion of construction activities. Noise levels from construction at any given time of operations can range in decibels from approximately 70 dBA to 96 dBA.

The proposed project does not involve construction of any buildings for human occupancy. The project would demolish all existing project site structural improvements to construct a surface parking lot for LBCC use. Therefore, project construction noise impacts are anticipated to be less intensive and for a shorter duration than projects involving building construction. The first phase of this project, involving demolition of all existing project improvements, would have the highest noise levels but would take only a few weeks to complete. The remainder of project construction involves removal of all demolished materials, minor earth movement and regrading, and paving the parking lot surface. All demolition and construction activities will take approximately six months from commencement of work.

All construction activities must be done in compliance with the City's Noise Ordinance (Long Beach Municipal Code Section 8.80). The project would not alter the Noise Ordinance provisions or be exempt from local noise controls. Per the Municipal Code, construction activities are limited to the hours of 7:00 AM to 7:00 PM on weekdays and federal holidays, and 9:00 AM to 6:00 PM on Saturdays. Construction activity on Sundays is prohibited unless a special permit is approved by the City's Noise Control Officer. Per Long Beach Municipal Code Chapter 8.80.130, it is unlawful for any person to willfully make or continue, or cause to be made or continued, a loud, unnecessary or unusual noise which disturbs the peace and quiet of any neighborhood or which causes any discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

Construction noise levels from the proposed project are not anticipated to be adverse due to the limited duration and daytime hours of all construction activities. However, due to the project's close proximity to school facilities (LBCC, Whittier Elementary School, Butler Middle School), which are considered to be sensitive receptors for noise impacts, the following construction-related mitigation measures are recommended.

Mitigation Measure NOISE-1

All project construction activity shall be in full compliance with the restrictions on permitted construction hours as set forth in Long Beach Municipal Code Chapter 8.80.202. No construction shall be allowed on Sundays.

Mitigation Measure NOISE-2

The project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturer's specifications, as documented in construction plans and verified by the City Building Official.

Mitigation Measure NOISE-3

The project contractors shall place all stationary construction equipment in a manner to ensure that emitted noise is directed away from sensitive receptors nearest the project site, as documented in construction plans and verified by the City Building Official.

Mitigation Measure NOISE-4

The project contractors shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction activities, as documented in construction plans and verified by the City Building Official.

Mitigation Measure NOISE-5

Electrical power shall be used to run air compressors and similar power tools.

Mitigation Measure NOISE-6

All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.

Mitigation Measure NOISE-7

For all noise-generating construction activity on the project site, additional noise attenuation techniques shall be employed to reduce noise levels. Such techniques shall include, but not be limited to, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between the project site and nearby sensitive receptors.

Incorporation of Mitigation Measures NOISE-1 through NOISE-7 would reduce potential impacts related to construction noise to a less than significant level.

Project operations would simply involve use of the project site as a LBCC parking lot. Noise levels would not be substantially different than noise levels from past and current commercial operations at this site, which presently involves automotive repair operations. The project would not include any facilities or activities that would result in substantial long-term increases in noise levels. Project parking lot operations would be no different than other parking lots serving the LBCC Pacific Coast Campus. Noise impacts from project operations would therefore be at a less than significant level.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

See Section XI. (a) above for discussion. Project construction would not involve activities typically associated with building construction, shall as pile drivers, that can create elevated levels of ground borne vibrations and noises. Any vibration related to building demolition or pavement breaking activities for removal of existing paved parking areas would be minimal in duration and intensity. Use of the project site as a LBCC parking lot would be no different than other existing LBCC parking facilities and would not create excessive ground born vibrations or noises. Therefore, project impacts would be less than significant and no further environmental analysis is necessary.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

See Section XI. (a) above for discussion. Project operations would be no different than other LBCC parking facilities and would not result in substantial permanent increases in ambient noise levels.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

See Section XI. (a) for discussion. Incorporation of Mitigation Measures NOISE-1 through NOISE-7 would reduce potential impacts related to construction noise to a less than significant level.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Long Beach Airport is located within the City just north of the 405 freeway between Cherry Avenue and Lakewood Boulevard. The project site is located approximately two miles south of this Airport. However, demolition of the existing project site structural improvements and replacement with a surface parking lot would not impact airport operations, alter air traffic patterns or in any way conflict with established Federal Aviation Administration (FAA) flight protection zones. No further environmental analysis is necessary.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

There are no private airstrips located within or adjacent to the City. No further environmental analysis is required.

XII. POPULATION AND HOUSING

The City of Long Beach is the second largest city in Los Angeles County. At the time of the 2000 Census, Long Beach had a population of 461,522, which was a 7.5 percent increase from the 1990 Census. The 2000 Census reported a total of 163,088 households in Long Beach, with an average household size of 2.8 persons and a Citywide vacancy rate of 6.32 percent. As of January 1, 2009, the City of Long Beach

has an estimated population of 492,682 (State of California, Department of Finance E-1 Report).

According to SCAG projections, City population growth is expected to be six percent during 2005 to 2015 and increase another three percent during 2015 to 2020, for an annual growth rate of less than one percent per year over the next two decades. Long Beach is expected to increase in population to approximately 503,450 by the year 2010 and exceed 533,000 by 2020. Based on SCAG projections of approximately 503,450 persons in Long Beach by the year 2010, this would represent 179,804 households (assuming the 2.8 household size remains constant), an increase of 16,716 households from 2000 to 2010.

a. Would the project induce substantial population growth in an area, either directly or indirectly?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project would not directly or indirectly induce population growth in the project vicinity. The project would not create any new housing units or employment generating land uses. The proposed LBCC parking lot is intended to accommodate existing LBCC parking demands without an expansion of LBCC classrooms or other physical facilities and would therefore have no population growth impacts.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

There are no housing units on the project site or people residing on the project site in any form of temporary housing. The project would therefore not displace any existing housing units or people from the project site.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section XII. (b) above for discussion.

XIII. PUBLIC SERVICES

Fire protection would be provided by the Long Beach Fire Department. The Fire Department is divided into bureaus of Fire Prevention, Fire Suppression, the Bureau of Instruction, and the Bureau of Technical Services. The Fire Department is accountable for medical, paramedic, and other first aid rescue calls from the community.

Police protection would be provided by the Long Beach Police Department. The Police Department is divided into bureaus of Administration, Investigation, and Patrol. The City is divided into four Patrol Divisions: East, West, North and South.

The City of Long Beach is served by the Long Beach Unified School District, which also serves the City of Signal Hill, Catalina Island and a large portion of the City of Lakewood. This School District has been operating at or over capacity during the past decade.

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

a. Fire protection?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project involves removal of all existing structural improvements on the project site and replacement with a LBCC surface parking lot. The project does not include any new buildings or structures beyond this paved parking lot and accompanying lighting fixtures. The project would therefore not significantly impact existing fire service ratios and response times, and would not increase the demand for additional fire protection services. The Long Beach Fire Department would review construction plans to determine if new or relocated fire hydrants would be required to comply with applicable Fire Code regulations. No further environmental analysis is necessary.

b. Police protection?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Similar to Section XIII. (a) above, the project would not significantly impact existing police service ratios and response times, and would not increase the demand for additional police protection services. The Police Department would review construction plans to verify that the parking lot lighting structures would provide adequate nighttime security lighting. No further environmental analysis is necessary.

c. Schools?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project does not involve any housing units or employment generating land uses and therefore would not create the demand for any new school facilities. No further environmental analysis is necessary.

d. Parks?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project does not involve new housing units or construction of new parks or recreational facilities. The project would therefore not create any new demands for parks or recreational facilities and no further environmental analysis is necessary.

e. Other public facilities?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

No other impacts have been identified that would require the provision of new or physically altered governmental facilities. Due to the nature and scope of the proposed LBCC parking lot, project implementation would not increase the demand for any other public facilities (e.g., libraries) or create the need for alteration or construction of any governmental buildings. No further environmental analysis is necessary.

XIV. RECREATION

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section XIII. (d) above for discussion. The project does not involve new housing units or construction of new parks or recreational facilities. The project would therefore not create any new demands for parks or recreational facilities and no further environmental analysis is necessary.

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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section XIV. (a) above for discussion.

XV. TRANSPORTATION/TRAFFIC

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project involves the construction and operation of a surface parking lot to serve existing LBCC parking demand. Project implementation would eliminate all existing commercial land uses on the project site. All demolition and construction activities would take approximately six months from start of work. Based on the amount of daily work trips required over this six month period, construction worker trips are not anticipated to significantly contribute to traffic volume levels in the project vicinity.

This parking lot will consist of 70 parking spaces with two full ingress and egress driveways, one accessing Pacific Coast Highway and the other accessing the east/west alley abutting the northern project boundary. The project does not involve the development of any trip-generating land uses, but rather is intended to serve the existing college land use without any accompanying development of new campus classrooms or other new physical facilities. Project implementation would therefore not cause any substantial temporary or permanent increase in traffic volumes and no further environmental analysis is necessary.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section XV. (a) for discussion.

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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Long Beach Airport is located within the City just north of the 405 freeway between Cherry Avenue and Lakewood Boulevard. The project site is located approximately two miles south of this Airport. However, demolition of the existing project site structural improvements and replacement with a surface parking lot would not impact airport operations, alter air traffic patterns or in any way conflict with established Federal Aviation Administration (FAA) flight protection zones. No further environmental analysis is necessary.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project would not alter the design features of any streets or alleys and would not introduce or encourage any incompatible land uses in the project vicinity. No further environmental analysis is required.

e. Would the project result in inadequate emergency access?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project would not alter any land uses, transportation patterns, or emergency access routes. No further environmental analysis is required.

f. Would the project result in inadequate parking capacity?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

This parking lot will consist of 70 parking spaces with two full ingress and egress driveways, one accessing Pacific Coast Highway and the other accessing the east/west alley abutting the northern project boundary. The project would provide additional needed parking spaces for the LBCC Pacific Coast Campus rather than reduce existing parking supplies. The project does not involve the development of any trip-generating land uses, but rather is intended to serve the existing college land use without any accompanying development of new campus classrooms or other new physical facilities. Therefore, project impacts related to LBCC parking facilities would be positive in nature. No further environmental analysis is necessary.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project would not set forth or encourage any proposals or projects that would conflict with any adopted alternative transportation policies. No further environmental analysis is required.

XVI. UTILITIES AND SERVICE SYSTEMS

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

b. 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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No 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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

For Sections XVI. (a) through (g) – The project would not create any housing units or growth inducing commercial, industrial or institutional land uses and therefore the project would not create any substantial demands or place an undue burden on any utility or service system. The City of Long Beach is an urbanized setting with all utilities and services fully in place. No further environmental analysis is necessary.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The proposed project would be located within an established urbanized setting. As determined in Section IV. Biological Resources and Section V. Cultural Resources, the project would have no impacts on biological or cultural resources. The project would not degrade the quality of the environment, impact any natural habitats, impact any fish or wildlife populations, threaten any plant or animal communities, alter the number or restrict the range of any rare or endangered plants or animals, or eliminate any 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)?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project would only involve creation of a new parking lot to serve existing parking needs at the LBCC Pacific Coast Campus. Due to the project's limited nature and scope, project implementation would not have any impacts that are individually limited but cumulatively considerable.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Potential project impacts related to aesthetics, air quality, hazardous materials, noise and other environmental issues have been analyzed in this Negative Declaration. As concluded in the discussions on these issues, the project with all recommended mitigation measures would have a less than significant impact on the environment and would not have significant adverse effects on human beings.

**MITIGATION MONITORING PLAN
MITIGATED NEGATIVE DECLARATION ND 01-09
LONG BEACH CITY COLLEGE
PARKING LOT EXPANSION PROJECT**

I. AESTHETICS

Mitigation Measure AES-1

Prior to the issuance of any building permits, the applicant shall submit an Exterior Lighting Plan specifying the location, type and wattage of all lighting fixtures. This Lighting Plan shall include a photometric design study demonstrating that all outdoor lighting fixtures are designed or located in a manner that will contain direct light rays on-site and will minimize light spillover onto surrounding properties and roadways. All lighting structures shall be shielded and directed away from surrounding properties and roadways. This Lighting Plan shall be subject to the review and approval of the City of Long Beach Department of Development Services and the Long Beach Police Department.

Monitoring Phase: Prior to issuance of building permits
Enforcement Agency: Department of Development Services, Police Department
Monitoring Agency: Department of Development Services

III. AIR QUALITY

Mitigation Measure AQ-1

Prior to the issuance of a building permit, the City of Long Beach Building Official (or designee) and the City of Long Beach Director of Public Works (or designee) shall review and approve the final demolition and construction plans to ensure that the following dust suppression measures, as provided in the SCAQMD *CEQA Air Quality Handbook*, are incorporated.

- All excavated or graded materials shall be sufficiently watered to prevent excessive dust dispersion. Watering shall occur at least twice daily with complete coverage of the project site, preferably in the late morning and after work is completed in the afternoon. Watering shall be increased whenever wind speeds exceed 15 miles per hour (mph). All grading and earth movement activities shall be suspended whenever wind gusts exceed 25 mph.
- All materials transported on-site or off-site shall be securely covered to prevent excessive dust dispersion.

- Sweep all streets and alleys once per day if visible soil materials are carried to adjacent streets or alleys using water sweepers with reclaimed water.
- Minimize at all times the area disturbed by demolition, clearing, grading, earthmoving or excavation operations.
- All trucks hauling dirt, sand, soil or other loose materials shall be tarped with a fabric cover and maintain a freeboard height of at least 12 inches.
- Wash all trucks and construction equipment when leaving the project site.
- Limit on-site vehicle speeds to a maximum of 15 mph.
- If importation, exportation and stockpiling of fill material is involved, earth with 5% or greater silt content that is stockpiled for more than two days shall be covered, kept moist, or treated with earth binders to prevent dust dispersion.

Monitoring Phase: Prior to the issuance of a building permit and throughout project construction

Enforcement Agency: Department of Development Services

Monitoring Agency: Department of Development Services

Mitigation Measure AQ-2

Prior to the issuance of a building permit, the Construction Contractor shall provide evidence to the City of Long Beach Building Official (or designee) that the construction equipment to be used on-site is based on low-emission factors and high energy efficiency. The following measures shall also be implemented throughout construction to reduce air pollutant emissions:

- Whenever feasible, electricity from temporary power poles on-site shall be utilized rather than temporary diesel or gasoline generators.
- Whenever feasible, on-site mobile equipment shall be fueled by methanol or natural gas (to replace diesel-fueled equipment), or fueled by propane or butane (to replace gasoline-fueled equipment).
- Aqueous diesel fuel or biodiesel, if available, shall be used in diesel fueled vehicles whenever methanol or natural gas are not available.
- All equipment engines shall be tuned and maintained in accordance with the manufacturer's specifications.
- All construction trucks and equipment shall be shut off when not in use and idle for more than five minutes.
- All construction activities shall be timed so as to not interfere with peak-hour traffic and to minimize obstruction of through traffic lanes adjacent to the project site. If necessary, a flagperson shall be retained to minimize traffic delays.

Monitoring Phase: Prior to the issuance of a building permit and throughout project construction

Enforcement Agency: Department of Development Services

Monitoring Agency: Department of Development Services

VII. HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure HAZ-1

Prior to the issuance of any permit for demolition, a lead-based paint and asbestos survey shall be performed by a licensed sampling company. All testing procedures shall follow all applicable State and federal protocol. The lead-based paint and asbestos survey report shall quantify the areas of lead-based paint and asbestos containing materials pursuant to State and federal standards.

Monitoring Phase: Prior to the issuance of a demolition permit
Enforcement Agency: Department of Development Services
Monitoring Agency: Department of Development Services

Mitigation Measure HAZ-2

Prior to any building demolition, any on-site structures that contain asbestos must have all asbestos containing material removed according to proper abatement procedures recommended by an asbestos consultant. All abatement activities shall be in compliance with federal OSHA, CalOSHA, and SCAQMD requirements. Only asbestos trained and certified abatement personnel shall be allowed to perform asbestos abatement. All asbestos containing material removed from on-site structures shall be hauled to a licensed receiving facility and disposed of under proper manifest by a transportation company certified to handle asbestos. Following completion of the asbestos abatement, the asbestos consultant shall provide a report documenting the abatement procedures used, the volume of asbestos containing material removed, and the location where the asbestos containing material was disposed. The abatement report shall include all transportation and disposal manifests or dump tickets. The abatement report shall be prepared for the property owner or other responsible party, with a copy submitted to the City of Long Beach.

Monitoring Phase: Prior to the issuance of a demolition permit
Enforcement Agency: Department of Development Services
Monitoring Agency: Department of Development Services

Mitigation Measure HAZ-3

Prior to any building demolition, a licensed lead-based paint consultant shall be contracted to evaluate all structures for lead-based paint. If lead-based paint is discovered, it shall be removed according to proper abatement procedures recommended by the consultant. All abatement activities shall be in compliance with federal OSHA, CalOHSA, and SCAQMD requirements. Only lead-based

paint trained and certified abatement personnel shall be allowed to perform abatement activities. All lead-based paint removed from these structures shall be hauled and disposed of by a transportation company licensed to transport this type of material. All lead-based material shall be taken to a landfill or receiving facility licensed to accept this type of material. Following completion of the lead-based paint abatement, the consultant shall provide a report documenting the abatement procedures used, the volume of lead-based paint removed, and the location where this material was disposed. The abatement report shall include all transportation and disposal manifests or dump tickets. The abatement report shall be prepared for the property owner or other responsible party, with a copy submitted to the City of Long Beach.

Monitoring Phase: Prior to the issuance of a demolition permit
Enforcement Agency: Department of Development Services
Monitoring Agency: Department of Development Services

Mitigation Measure HAZ-4

Project demolition plans shall include a contingency plan to be implemented in the event that contaminants are suspected or discovered. The contingency plan shall identify the appropriate personnel to be notified, emergency contacts, and a sampling protocol to be implemented. The demolition contractors shall be notified of the possibility of encountering unknown hazardous materials and shall be provided with appropriate contact and notification information. The contingency plan shall include a provision stating at what point it is safe to continue with the demolition and identify the person authorized to make that determination.

Monitoring Phase: Prior to the issuance of a demolition permit
Enforcement Agency: Department of Development Services
Monitoring Agency: Department of Development Services

Mitigation Measure HAZ-5

If contaminants are detected, soil sampling shall be performed and the results forwarded to the appropriate local regulatory agency (Long Beach/Signal Hill Certified Unified Program Agency, Los Angeles Regional Water Quality Control Board, or the State Department of Toxic Substances Control). The local regulatory agency would have the responsibility of determining whether any additional investigation or remedial activities would be necessary.

Monitoring Phase: Throughout demolition and project construction
Enforcement Agency: Department of Development Services
Monitoring Agency: Department of Development Services

Mitigation Measure HAZ-6

If concentrations of contaminants warrant site remediation, the contaminated materials shall be remediated either before project construction or concurrent with construction. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation. The remediation program shall be approved by the appropriate local regulatory agency (Long Beach/Signal Hill Certified Unified Program Agency, Los Angeles Regional Water Quality Control Board, or the State Department of Toxic Substances Control). All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation, the environmental consultant shall prepare a report summarizing the remediation activities, including all waste disposal and treatment manifests.

Monitoring Phase: Throughout demolition and project construction
Enforcement Agency: Department of Development Services
Monitoring Agency: Department of Development Services

Mitigation Measure HAZ-7

If groundwater contamination is suspected or detected, the applicant shall conduct a groundwater sampling assessment. If contaminants are detected in groundwater at levels that exceed maximum contaminant levels for those constituents in the drinking water, or if the contaminants exceed health risk standards, the results of the groundwater sampling shall be forwarded to the appropriate local regulatory agency (Long Beach/Signal Hill Certified Unified Program Agency, Los Angeles Regional Water Quality Control Board, or the State Department of Toxic Substances Control). The appropriate regulatory agency shall then be responsible for determining if any additional investigation or remedial activities are necessary.

Monitoring Phase: Throughout demolition and project construction
Enforcement Agency: Department of Development Services
Monitoring Agency: Department of Development Services

XI. NOISE

Mitigation Measure NOISE-1

All project construction activity shall be in full compliance with the restrictions on permitted construction hours as set forth in Long Beach Municipal Code Chapter 8.80.202. No construction shall be allowed on Sundays.

Monitoring Phase: Throughout demolition and project construction
Enforcement Agency: Department of Development Services

Monitoring Agency: Department of Development Services

Mitigation Measure NOISE-2

The project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturer's specifications, as documented in construction plans and verified by the City Building Official.

Monitoring Phase: Throughout demolition and project construction

Enforcement Agency: Department of Development Services

Monitoring Agency: Department of Development Services

Mitigation Measure NOISE-3

The project contractors shall place all stationary construction equipment in a manner to ensure that emitted noise is directed away from sensitive receptors nearest the project site, as documented in construction plans and verified by the City Building Official.

Monitoring Phase: Throughout demolition and project construction

Enforcement Agency: Department of Development Services

Monitoring Agency: Department of Development Services

Mitigation Measure NOISE-4

The project contractors shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction activities, as documented in construction plans and verified by the City Building Official.

Monitoring Phase: Throughout demolition and project construction

Enforcement Agency: Department of Development Services

Monitoring Agency: Department of Development Services

Mitigation Measure NOISE-5

Electrical power shall be used to run air compressors and similar power tools.

Monitoring Phase: Throughout demolition and project construction

Enforcement Agency: Department of Development Services

Monitoring Agency: Department of Development Services

Mitigation Measure NOISE-6

All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.

Monitoring Phase: Throughout demolition and project construction

Enforcement Agency: Department of Development Services

Monitoring Agency: Department of Development Services

Mitigation Measure NOISE-7

For all noise-generating construction activity on the project site, additional noise attenuation techniques shall be employed to reduce noise levels. Such techniques shall include, but not be limited to, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between the project site and nearby sensitive receptors.

Monitoring Phase: Throughout demolition and project construction

Enforcement Agency: Department of Development Services

Monitoring Agency: Department of Development Services

RESOLUTION NO.

A RESOLUTION OF THE REDEVELOPMENT AGENCY OF THE CITY OF LONG BEACH, CALIFORNIA, FINDING AND DETERMINING THE PUBLIC INTEREST AND NECESSITY FOR ACQUIRING AND AUTHORIZING THE CONDEMNATION OF CERTAIN REAL PROPERTY (1501 EAST PACIFIC COAST HIGHWAY) WITHIN THE CENTRAL LONG BEACH REDEVELOPMENT PROJECT AREA

WHEREAS, the Redevelopment Agency of the City of Long Beach, California ("Agency"), pursuant to the provisions of the Community Redevelopment Law of the State of California, Health and Safety Code Section 33000, *et seq.*, is engaged in redevelopment activities necessary for the execution of the Redevelopment Plan ("Redevelopment Plan") for the Central Long Beach Redevelopment Project Area ("Redevelopment Project"); and

WHEREAS, the Agency desires to implement the Redevelopment Plan for the Redevelopment Project by acquiring and assembling certain parcels of real property, including the real property located at 1501 East Pacific Coast Highway, Long Beach, California more particularly described as:

LOT 18 OF TRACT NO. 1911, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 21, PAGE 44 OF MAPS, IN THE OFFICE OF THE LOS ANGELES COUNTY RECORDER

and as shown on the site plan attached hereto as Exhibit A, and incorporated herein by this reference ("Subject Property).

WHEREAS, the Agency has given written notice by first class mail at least fifteen (15) days prior to the date of this resolution to those persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last equalized Los Angeles County assessment roll; and

WHEREAS, the Agency's notice to those persons sets forth the intent of the Agency to adopt a Resolution of Necessity for acquisition by eminent domain of the Subject Property, and further provides that such persons shall have a right to appear and to be heard on the matters referred to in Code of Civil Procedure Section 1240.030, and further provides that failure of such persons to file a written notice of intent to appear and to be heard within fifteen (15) days following the date of mailing of the Agency's notice shall result in a waiver of such right, and further contained all of the other matters required by Code of Civil Procedure Section 1245.235.

NOW, THEREFORE, the Redevelopment Agency of the City of Long Beach, California, FINDS, DETERMINES, DECLARES AND RESOLVES as follows:

Section 1. The public interest and necessity requires the acquisition of the Subject Property, including the improvements thereon, for a public use, to wit, for redevelopment purposes in connection with and located in the Redevelopment Project, including, but not limited to, the elimination of blight and blighting influences and to transfer the Subject Property to Long Beach City College ("LBCC") to be redeveloped by LBCC in furtherance of its educational functions, pursuant to the Redevelopment Plan and the California Community Redevelopment Law.

Section 2. The Agency is authorized to acquire the Subject Property, including the improvements thereon, pursuant to the California Community Redevelopment Law, including but without limitation, Health and Safety Code Section 33391(b).

Section 3. The Redevelopment Project is planned or located in a manner that will be most compatible with the greatest public good and the least private injury.

Section 4. The Subject Property is necessary for the proposed project.

Section 5. The offer required by Government Code Section 7267.2(a), together with the accompanying statement of, and summary of the basis for, the amount established as just compensation, was made to the owner or owners of record, which offer and accompanying statement/summary were in a form and contained all of the factual disclosures provided by Government Code Section 7267.2(a).

Section 6. The Agency is hereby authorized and empowered to acquire by condemnation in its name to be used for said public purposes in accordance with the provisions of the Code of Civil Procedure, the California Community Redevelopment Law, and the Constitution of California relating to eminent domain, the fee title or interest in the Subject Property, including the improvements thereon.

Section 7. The Long Beach City Attorney's office, as the Agency's general counsel, is hereby authorized to engage special counsel to prepare and prosecute in the name of the Agency such proceeding or proceedings in the court having jurisdiction thereof as are necessary for such acquisition; and to prepare and file such pleadings, documents, and other instruments and to make such arguments and generally to take such action as may be necessary in the opinion of said attorneys to acquire for the Agency the Subject Property. Said attorneys are specifically authorized to take whatever steps and/or procedures are available to them under the eminent domain law of the State of California.

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APPROVED AND ADOPTED by the Redevelopment Agency of the City of Long Beach, California, on this 17TH day of August, 2009.

Executive Director/Secretary

APPROVED:

Chair

