

# CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

## H-2

333 West Ocean Blvd., 3rd Floor, Long Beach, CA 90802 (562) 570-5237

February 7, 2017

HONORABLE MAYOR AND CITY COUNCIL  
City of Long Beach  
California

### RECOMMENDATION:

Receive the supporting documentation into the record, conclude the public hearing, and adopt a Resolution approving an update to the Bicycle Master Plan as a technical appendix to the Mobility Element of the Long Beach General Plan; and,

Accept Mitigated Negative Declaration No. MND 04-16. (Citywide)

### DISCUSSION

On December 11, 2001, the City Council adopted a new Bicycle Master Plan to guide the development of a comprehensive bicycle network and support facilities. Subsequently, the City has installed over 78 miles of bikeways, completing many of the bicycle facilities identified in the Bicycle Master Plan. Some of the signature bicycle facilities completed include the downtown parking-protected bicycle lanes, Second Street green lane sharrows, and Vista Bike Boulevard. The proposed update builds upon those investments and will guide the creation of new bicycle infrastructure over the coming 20 years. An up-to-date Bicycle Master Plan is also a prerequisite for grants the City may pursue to fund those improvements.

On October 15, 2013, the City Council adopted an update to the Transportation Element (renamed Mobility Element) establishing a Citywide vision and policies necessary to achieve a balanced mobility system by facilitating an increased use of bicycling as a viable option for both work and non-work trips. The Bicycle Master Plan is one of several supporting documents recommended for updating to implement the multi-modal policies and complete streets policies identified in the Mobility Element.

On April 14, 2016, the Departments of Development Services and Public Works held a Citywide kickoff meeting for an update to the Bicycle Master Plan. The Bicycle Master Plan update was developed through a comprehensive and collaborative process that included community outreach, an analysis of existing conditions, City departmental coordination meetings and stakeholder interviews. Public outreach was organized around fun, innovative, and meaningful community events to solicit input from Long Beach residents, visitors, and business owners. Moreover, the project team took a thorough approach to reach parts of the City and population groups that are often absent from the planning process. To that end, community engagement included

reaching these residents where they work, shop, and play – at farmer's markets, concerts in the park, and in the downtown during the lunch hour.

On September 1, and November 17, 2016, the Planning Commission held study sessions on the proposed 20-year plan for bicycle infrastructure and policies developed based on national best practices and public input. The draft Bicycle Master Plan (Draft Plan), attached as an exhibit to the Resolution, establishes policies, programs, and design guidelines intended to make bicycling in Long Beach safe, comfortable, convenient, and enjoyable for all bicyclists. The Draft Plan calls for a comprehensive bicycle network of "8 to 80" bicycle facilities across the City, made up of a variety of bicycle boulevards and parking-protected bicycle lanes. The "8 to 80" network was designed to appeal to bicycle riders of different ages (i.e., 8 to 80 years) and abilities, with emphasis on providing protected, low-stress bicycle facilities for more inexperienced riders. The Draft Plan also includes bicycle strategies that identify implementation measures that the City should undertake to achieve its vision and goals.

On January 5, 2017, the Planning Commission conducted public hearings on the Draft Plan and recommended that the City Council adopt a Resolution approving the Draft Plan as a technical appendix to the Mobility Element (Exhibit A – Planning Commission Staff Report).

Since the Draft Plan is a Citywide document, a public hearing notice was provided through newspaper publication on January 21, 2017. No responses were received as of the preparation of this report.

In accordance with the Guidelines for Implementation of the California Environmental Quality Act, a Mitigated Negative Declaration (MND-04-16) was issued for the proposed project (Exhibit B - Mitigated Negative Declaration).

This matter was reviewed by Deputy City Attorney Amy R. Webber on January 11, 2017 and by Budget Management Officer Rhutu Amin Gharib on January 18, 2017.

### SUSTAINABILITY

The ultimate goal of this effort is to increase the number of persons who bicycle in Long Beach for transportation to work, school, errands, and for recreation. The benefits of increased bicycling include improved air quality, reduced emissions that contribute to global warming, improved traffic conditions, reduced dependence on non-renewable fuels, lower transportation costs for citizens, improved physical fitness, stress reduction, and reduced health care costs.

### TIMING CONSIDERATIONS

City Council action on this matter is not time critical.

FISCAL IMPACT

The Draft Plan is a policy document that lays out the City's overall bicycle network and support facilities goals. The projects and programs identified in this plan indicate the type of activities contemplated by the City for the next 20 years. Although the Draft Plan includes projects and program descriptions, the details and designs are not yet known. Design details will be developed with the Draft Plan's implementation. The Draft Plan does not constitute City approval of projects, programs or expenditures. As such, there is no fiscal or local job impact associated with this recommendation.

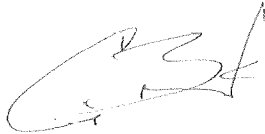
SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



AMY J. BODEK, AICP  
DIRECTOR OF DEVELOPMENT SERVICES



CRAIG BECK  
DIRECTOR OF PUBLIC WORKS

AJB:LT:CK:IB  
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APPROVED:

  
\_\_\_\_\_  
PATRICK H. WEST  
CITY MANAGER

Attachments: Exhibit A – Planning Commission Staff Report  
Exhibit B - Mitigated Negative Declaration MND 04-16  
City Council Resolution with Exhibit Draft Bicycle Master Plan



AGENDA ITEM No. 3

# CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Boulevard, 5<sup>th</sup> Floor • Long Beach, CA 90802 • (562) 570-6194 FAX (562) 570-6068

January 5, 2017

**CHAIR AND PLANNING COMMISSIONERS**City of Long Beach  
California**RECOMMENDATION:**

Accept Negative Declaration ND 04-12 and recommend that the City Council adopt a Resolution approving the draft Bicycle Master Plan as a technical appendix to the Mobility Element of the Long Beach General Plan. (Citywide)

**APPLICANT:** City of Long Beach  
Department of Development Services  
333 West Ocean Boulevard  
Long Beach, CA 90802

**DISCUSSION**

The City of Long Beach has committed to the aspirational goal of making Long Beach 'the most bike-friendly city in the United States' and is a regional and national leader in designing innovative bicycle facilities. Since the first Bicycle Master Plan was adopted in 2001, the City has installed over 78 miles of bikeways to reach the current 141 miles of bikeways. These signature bicycle facilities include the downtown parking-protected bicycle lanes, Second Street green lane sharrows and Vista Bike Boulevard. The City aims to see 10 percent of all trips made by bicycle in 10 years, 20 percent in 20 years, and 30 percent in 30 years. This update to the Bicycle Master Plan reinforces this commitment and provides a clear path forward to increase bicycle ridership by residents and visitors of all ages and abilities.

The draft Long Beach Bicycle Master Plan (Plan) establishes policies, programs and design guidelines intended to make bicycling in Long Beach safe, comfortable, convenient, and enjoyable for all bicyclists (Exhibit A - Draft Bicycle Master Plan). The ultimate goal of this effort is to increase the number of persons who bicycle in Long Beach for transportation to work, school, errands, and for recreation. The benefits of increased bicycling include improved air quality, reduced emissions that contribute to global warming, improved traffic conditions, reduced dependence on non-renewable fuel, lower transportation costs for citizens, improved physical fitness, stress reduction, and reduced health care costs. The Plan outlines a 20-year plan for bicycle infrastructure and policies developed based on national best practices and public input.

The Bicycle Master Plan is one of several supporting documents that will implement the

## CHAIR AND PLANNING COMMISSIONERS

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Mobility Element of the Long Beach General Plan. The Mobility Element establishes a citywide vision and the policies necessary to achieve a balanced mobility system by implementing improvements on making the existing mobility network more efficient by facilitating the use of non-private automobile modes of transportation – primarily walking, bicycling, and public transit. One of the objectives of this multi-modal access policy is to facilitate increased use of bicycling as a viable option for both work and non-work trips. The Plan is consistent with and furthers multi-modal policies and projects from recently approved planning documents, including the Downtown and TOD Pedestrian Master Plan, CX3 Pedestrian Plan, the West Long Beach Livability Plan and Midtown Specific Plan. As such, once adopted, the Plan will serve as a technical appendix to the Mobility Element.

The Bicycle Master Plan update was prepared in accordance with the State of California Bicycle Transportation Act. The Bicycle Transportation Act (BTA) requires that local agencies complete a Bicycle Master Plan in order to qualify for bikeway grant funds issued by the California Department of Transportation. The Plan also implements the State's complete street's policy, which requires cities to adopt policies that support the design and construction of roadways to serve all users of streets regardless of their age, ability and mode of travel.

The Bicycle Master Plan was developed through a comprehensive and collaborative process that included community outreach, an analysis of existing conditions, City departmental coordination meetings and stakeholder interviews. Public outreach was organized around fun, innovative, and meaningful community events to solicit input from Long Beach residents, visitors, and business owners. Moreover, the project team took a thorough approach to reach parts of the City and population groups that are often absent from the planning process. To that end, community engagement included meeting these stakeholders where they were, at grocery stores, transit stops, and on their way to school, where a few moments could be spared in between destinations.

The goal of this outreach approach is to develop a community supported vision for a comprehensive bikeway network and program that will facilitate biking for transportation and recreation purposes. This vision is achieved by enhancing bicyclist safety, comfort, and convenience. In total, the Plan team held a kickoff event, attended nine community activities or festivals, set up eight pop-up mapping exercises, and held nine focus group meetings. Additionally, a survey was administered online and in person in four different languages (English, Spanish, Khmer, and Tagalog). Of the 469 people that responded, 57 percent stated that they typically use a car to get around town. Most respondents identified exercise as the main reason they ride a bicycle, and over half stated that they did not feel safe currently riding a bicycle in Long Beach. Lastly, study sessions on the Plan with the Planning Commission were held on September 1, 2016 and November 17, 2016.

The plan provides the vision for bicycling in Long Beach conceptualized by the following goals:

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- Design bicycle facilities that are accessible and comfortable for people of all ages and abilities
- Increase awareness and support of bicycling through programs and social equity
- Identify, develop, and maintain a complete and convenient bicycle network

The Plan calls for a comprehensive bicycle network of “8 to 80” bicycle facilities across the City, made up of a variety of bicycle boulevards and cycle tracks. The “8 to 80” network was designed to appeal to bicycle riders of different ages and abilities, with emphasis on providing protected, low-stress bicycle facilities for more inexperienced riders. The Plan also includes bicycle strategies that identify specific measures that the City should undertake to achieve its vision and goals. The recommended bikeway network is shown in Figure 6-5 of the Draft Plan.

The Plan recommends the installation of bikeway projects in four phases: pipeline, next steps, gap closure and vision. The pipeline phase includes funded projects that are in the community outreach phase and/or final engineering/design phase. The next steps phase are “shovel ready” projects that staff is actively seeking funding for. Pipeline (funded) and next steps (shovel ready) phases should be implemented within five years from Plan adoption. The Gap Closure phase would complete a citywide backbone network of “8 to 80” facilities within a 10-year time horizon. The Vision phase represents projects to fulfill the City’s long-term aspirational goal to be the ‘the most bike-friendly city in the United States’.

The Plan has been made publicly available and posted online for comment since December 22, 2016. Staff has not received any written comments on the Plan, as of the preparation of this staff report. If adopted by City Council, the Plan positions the City to secure funding to implement the programs and projects in the Plan.

### PUBLIC HEARING NOTICE

A public hearing notice was published on Thursday, December 23, 2016. This notice included the date, time and location for this meeting. Notice was also provided via eNotify announcements on the City’s web page.

### ENVIRONMENTAL REVIEW

In accordance with the California Environmental Quality Act, a Negative Declaration was prepared for the Plan. The Negative Declaration was posted on the City’s website and has been circulated for comment. Staff received positive feedback from Caltrans on the Plan’s approach to implementing the State’s complete streets policy and Los Angeles County Metropolitan Transportation Authority (Metro) provide constructive feedback on bike parking, which was incorporated into the plan. The Negative Declaration (Exhibit B - Bicycle Master Plan Negative Declaration ND 04-16) will be considered for acceptance by the Planning Commission at this hearing.

CHAIR AND PLANNING COMMISSIONERS

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Respectfully submitted,

*Linda F. Tatum*

LINDA F. TATUM, AICP  
PLANNING BUREAU MANAGER

*Amy Bodek*

AMY J. BODEK, AICP  
DIRECTOR OF DEVELOPMENT SERVICES

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Attachment: Exhibit A – Draft Bicycle Master Plan  
Exhibit B – Bicycle Master Plan Negative Declaration (ND 04-16)



# City of Long Beach Bicycle Master Plan

## NEGATIVE DECLARATION

ND 04-16

*Prepared by:*

**City of Long Beach**  
Department of Development Services  
Planning Bureau



## INITIAL STUDY

**Project Title:**

City of Long Beach Bicycle Master Plan

**Lead agency name and address:**

City of Long Beach  
333 W. Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, CA 90802

**Contact person and phone number:**

Craig Chalfant, Senior Planner  
(562) 570-6368

**Project Location:**

City of Long Beach, County of Los Angeles, California.

**Project Sponsor's name and contact information:**

City of Long Beach, Long Beach Development Services  
c/o Christopher Koontz  
333 W. Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, CA 90802  
(562) 570-6288

**General Plan:**

The proposed updated Bicycle Master Plan (BMP) will be consistent with, and further define, the bicycle policies and facilities identified in the Mobility Element of the Long Beach General Plan. The bicycle network improvements are a component of the City's adopted Mobility Element and the proposed updated Bicycle Master Plan would require amendments to the Long Beach General Plan.

**Zoning:**

The project is Citywide and therefore involves all zoning districts in the City of Long Beach.

**Project Description:**

The proposed project is a revision to the original 2001 Long Beach Bicycle Master Plan (2001 Plan). The proposed update to the 2001 Plan will serve as the guiding document that contributes to the transformation of Long Beach into the most bicycle friendly city in the United States. The continued development of the City's network of bicycle facilities will not only make bicycling a more viable mode of transportation, but will contribute to an enhanced quality of life in the City that includes increased public health, community development and reduced greenhouse gas emissions.

The goals and objective for the 2016 updated Bicycle Master Plan are based on the goals and objective in the 2001 Plan. The objectives in the 2001 Plan are:

- Develop a comprehensive bikeway network
- Develop comprehensive support facilities for bicycling
- Develop and enhance opportunities for bicyclists to connect with other forms of transportation
- Build awareness for bicyclists and motorists on bicycle safety
- Promote bicycling activities for work and leisure
- Identify and pursue all potential funding sources
- Enhance ongoing maintenance and monitoring of the Bicycle Master Plan
- Continue to maintain the bicycle program with ongoing planning

The proposed updated Long Beach Bicycle Master Plan (BMP) presents changes to the 2001 Plan by updating the existing conditions section, incorporation of new bicycle facility design guidelines, and a “blueprint” for potential expansion and refinement of the existing bicycle network. The proposed updated Master Plan consists of a set of new and modified objectives and policies. The proposed new goals are:

- Improve the safety of all road users, especially bicycle riders
- Create a connected network of bicycle facilities that facilitate comfortable travel for all ages and abilities
- Increase the number and proportion of trips make by bicycle
- Ensure timely implementation of the Bicycle Master Plan

These updated goals and objectives reflect the City’s commitment to develop a comprehensive bicycle plan that supports bicycling as a sustainable, equitable, healthy, and non-polluting form of transportation, which promotes the development of vibrant urban streets and public places. Moreover, the proposed updated Bicycle Master Plan will be consistent with, and further define, the bicycle policies and facilities identified in the Mobility Element of the Long Beach General Plan.

The proposed 2016 updated Bicycle Master Plan identifies potential projects to improve bicycle transportation throughout Long Beach. Those projects described under the bicycle network improvements will require a separate environmental review and are not part of this environmental analysis. It is only through subsequent approval of any of these facilities that there could be physical change and consequent environmental

effect. As such, the bicycle network improvements are a Citywide expression of the goals and objectives of the proposed updated Plan.

The Bicycle Facilities Design Guidelines will serve as an important reference document that can ensure that bicycle facilities are incorporated during road maintenance and reconstruction, as well as when land use decisions are made.

The Long Beach Bicycle Master Plan is a public policy document establishing the framework that provides an overview of the policies and components of a successful bicycle program. The bicycle network improvements are a component of the City's adopted Mobility Element of the Long Beach General Plan. As such, the proposed updated Bicycle Master Plan would require amendments to the Long Beach General Plan. The updated 2016 Bicycle Master Plan meets the State of California requirement that local governments prepare and adopt a Bicycle Transportation Plan and periodically update it every five years.

**Surrounding land uses and settings:**

The City of Long Beach is adjacent to the following municipalities: City of Los Angeles (Wilmington, Port of Los Angeles), Carson, Compton, Paramount, Bellflower, Lakewood, Hawaiian Gardens, Cypress, Los Alamitos and Seal Beach. It is also adjacent to the unincorporated communities of Rancho Dominguez and Rossmoor. In addition, the City of Signal Hill is completely surrounded by the City of Long Beach.

**Public agencies whose approval is required:**

Long Beach Planning Commission (recommend City Council adopt Negative Declaration 04-16 and approve Bicycle Master Plan)

Long Beach City Council (adopt Negative Declaration 04-16 and approve Bicycle Master Plan)

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Population and Housing
<input type="checkbox"/> Agricultural Resources	<input type="checkbox"/> Hazards and Hazardous Materials	<input type="checkbox"/> Public Services
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Hydrology and Water Quality	<input type="checkbox"/> Recreation
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Transportation/Traffic
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Utilities and Service Systems
<input type="checkbox"/> Geology and Soils	<input 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.

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Craig Chalfant  
Senior Planner

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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) Supporting information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) 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 proposed Bicycle Master Plan (BMP) would not result in significant adverse effects to any scenic vistas or public views of scenic vistas. The City topography is relatively flat, with scenic vistas of the ocean to the south and Palos Verdes to the west. 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 BMP is a public policy document establishing the framework that provides an overview of the policies and components of a successful bicycle program. To achieve the goals and advance the policies related to the mobility of people set forth in the Mobility Element, the BMP will serve as the guiding document for the continued development of the City's network of bicycle facilities.

Implementation of the proposed BMP will allow greater public access to views of scenic vistas. All future BMP improvement projects will be subject to separate environmental review in accordance with the provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. Therefore, no further analysis of this environmental issue 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 scenic highways located within the City. No scenic resources, trees or rock outcroppings would be damaged as a result of BMP implementation. 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

Please see I.a. and b. above for discussion.

**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

All future BMP improvement projects would be required to comply with all applicable regulations, including Long Beach Municipal Code Chapter 9.37 (Long Beach Nuisance Code). Since BMP implementation would not directly or indirectly create any adverse light or glare impacts, no further analysis is required.

## II. AGRICULTURE RESOURCES

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

**a. 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 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 BMP 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 BMP amendment to the Mobility Element would be consistent with all chapters of the Long Beach General Plan, including the Air Quality Element. 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 South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP), and regional emissions are mitigated by the control strategies specified in the AQMP. Since the Mobility Element does not propose any specific developments or growth inducing projects that would conflict with the SCAG growth forecasts, it would be consistent with the AQMP and therefore no further analysis is required. The goal of the BMP is to develop a comprehensive bicycle plan that supports bicycling as a sustainable, equitable, healthy and non-polluting form of transportation, which is consistent with the transportation control measures outlined in Chapter 4 of the AQMP.

**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

Actions contained in the BMP would not significantly lower air quality standards or contribute to an air quality violation. The BMP amendment to the Mobility Element is a policy level approval designed to have a positive affect on air quality and greenhouse gas emissions. Moreover, future BMP improvement projects would be reviewed on a project-specific basis consistent with CEQA and the General. Therefore, the BMP impact on air quality will be less then significant.

**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 III.a. and b. above for discussion.

**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, athletes, 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. While the BMP contemplates bicycle network improvements nearby both sensitive receptors and existing substantial pollutant concentrations, these network improvements will reduce pollutant loads by making bicycling a more viable mode of transportation (through VMT reductions in vehicle trips) and do not introduce new, but rather serve existing, populations in these locations. 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.

The BMP bicycle facilities improvement projects would not result in any new odors or intensification of odors beyond those typically associated with construction activities or bicycle transportation network maintenance and improvements (i.e., bike lane construction, street re-paving). All future BMP improvement projects will be subject to separate environmental review in accordance with the CEQA. No further environmental analysis is necessary.

**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

Future BMP improvement projects could generate some emission of greenhouse gases during construction activities such as new bike lanes or street re-paving. These construction activities are subject to all AQMD control measures and are contemplated in the regional construction budget found within the AQMP. Additionally, all future BMP bicycle network improvement proposals will be subject to separate environmental review in accordance with the provisions of CEQA. The BMP amendment to the Mobility Element would not result in any new, ongoing sources of greenhouse gas emissions. Please also see III.a. through e. above for discussion. Therefore, contributions to greenhouse gas emissions of global climate change would be 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 BMP amendment to the Mobility Element 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. This BMP amendment will conform to the California climate change goals as stipulated in AB32 and SB375.

**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

Wildlife habitats within the City are generally limited to parks, nature preserves, and water body areas. The BMP amendment to the Mobility Element is a policy document that does not promote activities that would

remove or impact any existing or planned wildlife habitats. 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

Future BMP improvement projects consistent with the Mobility Element would occur in established urbanized areas and would not remove or impact any riparian habitat 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

Future BMP improvement projects would occur in established urbanized areas and would not promote or involve alteration of 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

Future BMP improvement projects would occur in established urbanized areas and 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

The Mobility Element, as amended by the BMP, is a policy document encouraging maintenance and improvement of all modes of transportation in the City. Implementation of the Mobility Element would be consistent with the General Plan and in conformity with all local policies and regulations. It 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 BMP is unrelated to habitat conservation and would not have any adverse effects on any existing or future habitat conservation plans. The Mobility Element, as amended by the BMP, would be consistent with all other chapters of the General Plan, including the Conservation Element and the Open Space & Recreation Element. Please see Sections IV.a. through e. above for further discussion.

**V. CULTURAL RESOURCES**

**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

The City of Long Beach is an urbanized community and nearly all properties within the City (with the exception of areas such as protected park lands) have been previously disturbed and/or developed. While this proposed BMP identifies potential projects to improve bicycle transportation throughout Long Beach, the exact timing and specific components of these and other possible BMP bicycle

network improvement projects has not yet been determined. These BMP improvements projects are contemplated in the public right-of-way and do not involve the demolition of any existing structures. Consistent with the City's Cultural Heritage Ordinance, further review of each individual BMP bicycle improvement project will occur prior to construction to assure there are no impacts to protected historic structures. The BMP amendment to the Mobility Element is a policy document that would not promote, encourage or enable projects or activities that could remove, degrade or in any way adversely impact local historic resources. Since the timing and details of the BMP improvement projects have yet to be defined, full environmental analysis of these projects cannot be done at this time. Future BMP project proposals consistent with the Mobility Element, as amended by the BMP, will be subject to separate environmental review in accordance with CEQA. No further environmental analysis is required.

**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

The BMP bicycle network improvement projects do not identify any specific construction activities involving extensive excavation, and therefore would not be anticipated to affect or destroy any archaeological resources due its geographic location. Future BMP project improvement projects consistent with the Mobility Element will be subject to separate environmental review in accordance with CEQA. Please see Section V.a. above for further discussion.

**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

The BMP amendment to the Mobility Element does not propose any projects that would be anticipated to result in extensive excavation that could adversely impact any paleontological resources or geologic features. Please see Sections V.a. and b. above 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

The BMP amendment to the Mobility Element does not propose any projects that would involve extensive excavation that could result in the disturbance of any designated cemetery or other burial ground or place of interment. Please see Sections V.a. through c. above for further discussion.

**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 BMP amendment to the Mobility Element would be consistent with all chapters of the General Plan, including the Seismic Safety Element. All future BMP bicycle network improvement projects will be subject to separate environmental review in accordance with CEQA. In addition, all future BMP improvement projects would be required to comply with applicable building codes that account for the possibility of seismic events. No further environmental 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. All future BMP improvement projects must conform to all applicable State and local building codes relative to seismic safety. 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. Please see Section VI.a.i. 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. Therefore, no impact would be expected and no further environmental analysis is required. Please see Section VI.a.i. above for further discussion.

**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 Mobility Element as amended by the BMP is a policy document that provides a list of possible future multimodal mobility improvements throughout the City. All future BMP improvement projects will be subject to separate environmental review in accordance with CEQA. In addition, all future BMP projects would be required to adhere to all applicable construction standards regarding erosion control, including best management practices to minimize runoff and erosion impacts from earth-moving activities such as excavation, recontouring and compaction. 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. All future BMP improvement projects would be constructed in compliance with all applicable building code requirements regarding soil stability.

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

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

Please see Sections VI.b. and c. above for explanation.

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

- 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 has no need for septic tanks or any other alternative wastewater disposal systems. No further environmental analysis is required.

## VII. GREENHOUSE GAS EMISSIONS

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

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

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 400 million tons of carbon dioxide per year. Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit over the next century. Methane is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The Mobility Element as amended by the BMP is a policy document that provides a list of possible future multimodal mobility improvements throughout the City. The BMP amendment to the Mobility Element would be consistent with all chapters of the Long Beach General Plan, including the Air Quality Element. The addition of BMP improvement projects to the Mobility Element would not result in direct or indirect GHG impacts. All future BMP improvement projects will be subject to separate environmental review in accordance with CEQA. No further environmental analysis is needed.

### b. Would the project conflict with an applicable plan, policy, or regulations 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

Please see Section VII.a. above for discussion. The City adopted a local Sustainable Action Plan (CAP) in February 2010 to guide operational, policy, and financial decisions in the City. While the CAP provides a sustainable framework for future developments in the City, the goals outlined in this CAP are primarily

municipal in nature and not project-specific. When fully implemented, the BMP improvement projects will result in an improved bicycle network that supports bicycling as a sustainable, equitable, healthy and non-polluting form of transportation. All future BMP improvement projects will be subject to separate environmental review in accordance with CEQA. No further environmental analysis is needed.

### VIII. 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 Mobility Element as amended by the BMP is a policy document that would not encourage or enable the exposure of hazardous materials to the public. All future BMP improvement projects will be subject to separate environmental review in accordance with CEQA. In addition, any future handling and disposal of hazardous or potentially hazardous materials would be in full compliance with Long Beach Municipal Code Sections 8.86 through 8.88 as well as all existing State safety regulations. No further environmental analysis is required.

**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 VIII.a. above for discussion.

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

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

Please see Section VIII.a. above for discussion.

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

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

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. All future BMP improvement projects would be subject to separate CEQA review that would include analysis of information from the Cortese List. Please see Section VIII.a. 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 BMP amendment to the Mobility Element would not alter air traffic patterns or encourage future projects that could conflict with established Federal Aviation Administration (FAA) flight protection zones. Passenger access and goods movement at the Long Beach Airport are addressed in this Element as an important regional air traffic facility that is part of the City's comprehensive and efficient mobility system. All future development in the vicinity of the Long Beach Airport would be in compliance with all applicable local and FAA requirements. Please see Section VIII.a. above for further discussion.

**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 BMP amendment to the Mobility Element would be consistent with all chapters of the General Plan, including the Public Safety Element. The Mobility Element as amended would not encourage or otherwise set forth any policies or recommendations 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 properties located adjacent to wild lands and there is 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.

**IX. HYDROLOGY AND WATER QUALITY**

The Federal Emergency Management Agency (FEMA) has produced a series of Flood Insurance Rate Maps (FIRMs) designating potential flood zones (based on the projected inundation limits as well as the 100-year flood as delineated by the U.S. Army Corps of Engineers).

**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

The Mobility Element as amended by the BMP would be consistent with all chapters of the General Plan, including the Conservation Element. All future BMP improvement projects would be in full compliance with all applicable federal, State and local water quality standards and regulations. No further environmental analysis is required.

**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 IX.a. above for discussion. The City is a highly urbanized community with the water system infrastructure fully in place to accommodate future development consistent with the General Plan.

**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 proposed BMP amendment to the Mobility Element does not encourage or enable any alterations to existing drainage patterns or to the course of streams or rivers. Please see Section IX.a. above for further discussion.

**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 IX.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 IX.a. and c. above for discussion. The City's existing storm water drainage system is adequate to accommodate runoff from any future BMP improvement projects, which would be subject to separate environmental review in accordance with CEQA. The BMP would not adversely affect provisions for retention and infiltration of stormwater consistent with the City's Low Impact Development (LID) policies.

**f. Would the project otherwise degrade water quality?**

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

Please see Sections IX.a. and c. above for discussion. All future BMP improvement projects would be subject to all applicable water quality standards, regulations and best management practices.

**g. Would the project place Mobility 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), most of Long Beach is located in Zone X, which is outside of the 100 year flood hazard area. All future BMP improvement projects would be subject to separate environmental review in accordance with CEQA.

**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 IX.g. above for discussion.

**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 IX.g. above for discussion. The City of Long Beach is not located in the proximity of a levee or dam.

**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

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 properties and public improvements near the coastline. Please see Section IX.g. for further discussion.

**X. 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 Mobility Element is a chapter of the Long Beach General Plan. This Mobility Element builds upon the other General Plan chapters and would remain consistent with the goals, policies and objectives of the entire General Plan. The goals and policies of this Mobility Element are not intended to divide any established community. Rather than divide any established communities, the Mobility Element is intended to increase connectivity for all neighborhoods and

communities in the City by encouraging maintenance and improvement of all local transportation modes.

As an amendment to the adopted Mobility Element, the proposed Bicycle Master Plan (BMP) presents changes to the original 2001 Long Beach Bicycle Master Plan (2001 Plan) by updating the existing conditions section, incorporating new bicycle facility design guidelines, and a “blueprint” for potential expansion and refinement of the existing bicycle network.

The proposed updated Master Plan consists of a set of new and modified objectives and policies. The proposed new goals are:

- Improve the safety of all road users, especially bicycle riders
- Create a connected network of bicycle facilities that facilitate comfortable travel for all ages and abilities
- Increase the number and proportion of trips made by bicycle
- Ensure timely implementation of the Bicycle Master Plan

These updated goals and objectives reflect the City’s commitment to develop a comprehensive bicycle plan that supports bicycling as a sustainable, equitable, healthy, and non-polluting form of transportation, which promotes the development of vibrant urban streets and public places. Moreover, the proposed updated Bicycle Master Plan will be consistent with, and further define, the bicycle policies and facilities identified in the Mobility Element of the Long Beach General Plan.

The proposed 2016 updated BMP identifies potential projects to improve bicycle transportation throughout Long Beach. Those projects described under the network improvements will require a separate environmental review and are not part of this environmental analysis. It is only through subsequent approval of any of these facilities that there could be physical change and consequent environmental effect. As such, the network improvements are a Citywide expression of the goals and objectives of the proposed updated Plan.

The Bicycle Facilities Design Guidelines will serve as an important reference document that can ensure that bicycle facilities are incorporated during road maintenance and reconstruction, as well as when land use decisions are made.

The Long Beach Bicycle Master Plan is a public policy document establishing the framework that provides an overview of the policies and components of a successful bicycle program. The bicycle network improvements are a component of the City’s adopted Mobility Element of the Long Beach General Plan. As such, the proposed updated BMP would require amendments to the Long Beach General Plan. The updated 2016 BMP meets the State of California requirement that local governments to prepare and adopt a Bicycle Transportation Plan and to periodically update it every five years.

Future implementation of the BMP will be done within the City's existing mobility network. Since the details of BMP improvement projects have yet to be fully defined, environmental analysis of these projects cannot be done at this time. No specific construction schedule or prioritization timetable has been established. All future BMP improvement projects would be subject to separate CEQA review. No further environmental analysis is required.

**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

See Section X.a. above for discussion. The BMP amendment to the Mobility Element would be consistent with all other chapters of the City's General Plan, including the Land Use Element and the Local Coastal Program. The General Plan seeks to better integrate land use and mobility planning in order to create a more sustainable City. This BMP amendment would not conflict the City's General Plan, the 2010 Strategic Plan, or any other applicable land use plans and policies. Impacts to existing local regulations would therefore be less than significant.

**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 X.a. and b. above for discussion. The City is a highly urbanized environment characterized by in-fill development projects that recycle previously developed properties. The BMP amendment to the Mobility Element will be consistent with all other chapters of the General Plan, including the Conservation Element and the Open Space & Recreation Element. There are no habitats for any sensitive or special status species within transportation network of the City. No habitat conservation plan or natural communities conservation plan would be impacted by implementation.

## XI. 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 resources have 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 BMP amendment to the Mobility Element does not propose any alteration of local mineral resource land uses and there are no mineral resource activities that would be altered or displaced by implementation. No further discussion is required.

**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 XI.a. above for discussion.

## XII. NOISE

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

**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

Future BMP improvement project construction activities could involve various types of short-term noise impacts from trucks, earth-moving equipment, and paving equipment. However, all construction activities and land use operations must be performed in compliance with the City's Noise Ordinance (Long Beach Municipal Code Section 8.80). BMP implementation would not alter the Noise Ordinance provisions or exempt any future improvement projects from local noise controls. All future BMP improvement projects would be consistent with the Mobility Element and would involve the same type of short-term noise producing actions and equipment typical of public infrastructure improvement projects. The local Noise Ordinance would continue to regulate all future land use construction and operational noise levels. In addition, all future BMP improvement projects would be subject to separate environmental review in accordance with CEQA. No further environmental analysis of this issue is necessary.

**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 XII.a. above for discussion. Future BMP improvement project construction activities consistent with the Mobility Element would not expose persons to periodic excessive ground borne noise or vibration (i.e., pile driving) during phases of demolition and construction since the nature of these projects involves improvements to the City's bicycle facilities network that would not include pile driving, extensive excavation or other more intensive construction activities associated with building construction. All future implementation of BMP improvement projects would occur in compliance with local noise controls.

**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 XII.a. above for discussion. The BMP amendment to the Mobility Element does not set forth or encourage any future projects that would result in a substantial permanent increase in noise levels. The amended Mobility Element goals, improvement programs and implementation measures would not encourage noise levels any higher than typically associated with existing land uses and multimodal activities.

**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 Sections XII.a. and c. above for 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 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 amendment to the Mobility Element would not alter noise levels emanating from any future projects. Passenger access and goods movement at the Long Beach Airport are addressed in this Element as an important regional air traffic facility that is part of the City's comprehensive and efficient mobility system. All future development in the vicinity of the Long Beach Airport would be in compliance with all applicable local and FAA requirements. The amended Mobility Element would not alter air traffic patterns or encourage developments that could 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.

### XIII. 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 2010 Census reported a total City population of 462,257.

**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 BMP amendment to the Mobility Element would be consistent with all other chapters of the General Plan, including the Land Use Element. The amended Mobility Element would not encourage population growth beyond the planned growth set forth in the General Plan. Future BMP improvement projects would not induce land use densities or intensities set forth in the General Plan Land Use Element and Zoning Code.

**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

The BMP amendment to the Mobility Element does not set forth or encourage any policies, projects or implementation measures that would directly or indirectly displace existing residential units in the City. The intent of the amended Mobility Element is to maintain and enhance all modes of transportation throughout the City. No further environmental analysis is required.

**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 XIII.b. above for discussion. The BMP amendment to the Mobility Element does not set forth or encourage any policies, projects or implementation measures that would directly or indirectly displace people residing in the City.

#### XIV. PUBLIC SERVICES

Fire protection would be provided by the Long Beach Fire Department. The Department has 23 stations in the City. The 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 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. The 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 BMP amendment to the Mobility Element would be consistent with all other chapters of the General Plan, including the Land Use and Public Safety Elements. The amended Mobility Element is a policy document rather than a development project, and it would not encourage growth beyond the goals, policies and programs established in the General Plan. This planned growth would not be of magnitude in added density and intensity to substantially affect

the provision of fire protection services. All future BMP improvement project proposals will be subject to separate environmental review in accordance with CEQA. No further environmental review is necessary.

**b. Police protection?**

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

Similar to Section XIV.a. above, the amended Mobility Element is a policy document rather than a development plan, and as such would not significantly increase demands for police protection service, nor require provision of new police facilities.

**c. Schools?**

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

Similar to Section XIV.a. above, the amended Mobility Element is a policy document that will not result in an increased demand for public school services or facilities.

**d. Parks?**

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

Similar to Section XIV.a. above, the amended Mobility Element is a policy document that would not generate any additional demand for provision of park services or facilities by the City.

**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.

**XV. RECREATION**

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

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

The amended Mobility Element is a policy document rather than a development project proposal, and it would not encourage growth beyond the goals, policies and programs established in the General Plan, including the Open Space & Recreation Element. Implementation of the BMP improvement projects would be in compliance with all applicable requirements of the local Dedication of Parks in Perpetuity Ordinance. Therefore, impacts would be less than significant 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

The amended Mobility Element is a policy document rather than a development project and does not include any proposals for recreational facilities or require construction or expansion of recreational facilities. The BMP amendment to the Mobility Element would not encourage local growth beyond the goals, policies and programs established in the General Plan. This planned growth would not create significant increases in demand for parks or other recreational facilities. All future improvement projects would be subject to separate CEQA review. No further environmental analysis is required.

**XVI. 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 BMP amendment to the Mobility Element would not encourage growth beyond levels planned for in the General Plan. The amended Mobility Element would comply with State General Plan law to provide a comprehensive “complete streets” policy document. The overall intent of this Mobility Element is to improve traffic circulation patterns as well as increase opportunities for multi-modal forms of transportation.

As an amendment to the adopted Mobility Element, the proposed Bicycle Master Plan (BMP) presents changes to the original 2001 Long Beach Bicycle Master Plan (2001 Plan) by updating the existing conditions section, incorporating new bicycle facility design guidelines, and a “blueprint” for potential expansion and refinement of the existing bicycle network.

The proposed updated Master Plan consists of a set of new and modified objectives and policies. The proposed new goals are:

- Improve the safety of all road users, especially bicycle riders
- Create a connected network of bicycle facilities that facilitate comfortable travel for all ages and abilities
- Increase the number and proportion of trips made by bicycle
- Ensure timely implementation of the Bicycle Master Plan

These updated goals and objectives reflect the City’s commitment to develop a comprehensive bicycle plan that supports bicycling as a sustainable, equitable, healthy, and non-polluting form of transportation, which promotes the development of vibrant urban streets and public places. Moreover, the proposed updated Bicycle Master Plan will be consistent with, and further define, the bicycle policies and facilities identified in the Mobility Element of the Long Beach General Plan.

The proposed 2016 updated BMP identifies potential projects to improve bicycle transportation throughout Long Beach. Those BMP projects described under the network improvements will require a separate environmental review and are not part of this environmental analysis. It is only through subsequent approval of any of these facilities that there could be physical change and consequent environmental effect. As such, the network improvements are a Citywide expression of the goals and objectives of the proposed updated Plan.

The Bicycle Facilities Design Guidelines will serve as an important reference document that can ensure that bicycle facilities are incorporated during road maintenance and reconstruction, as well as when land use decisions are made.

The Long Beach Bicycle Master Plan is a public policy document establishing the framework that provides an overview of the policies and components of a successful bicycle program. The bicycle network improvements are a component of the City's adopted Mobility Element of the Long Beach General Plan. As such, the proposed updated Bicycle Master Plan would require amendments to the Long Beach General Plan. The updated 2016 BMP meets the State of California requirement that local governments to prepare and adopt a Bicycle Transportation Plan and to periodically update it every five years.

No specific construction schedule or prioritization timetable has been established for the bicycle facilities improvements projects. All future improvement projects would be subject to separate CEQA review. 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 XVI.a. for discussion. The BMP amendment to the Mobility Element would not alter land use patterns or encourage population growth beyond the levels set forth in the General Plan. Since the Mobility Element goals and policies would not encourage or plan for traffic growth beyond General Plan growth levels, there would be no significant impacts on levels of service.

**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 BMP amendment to the Mobility Element would be consistent with all General Plan chapters, including the Land Use Element. While the future BMP improvement projects would not conflict with applicable local and FAA requirements, none of the improvement projects are located in the vicinity of the Long Beach Airport. No further environmental analysis is required.

**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 BMP amendment to the Mobility Element would not create or encourage any hazardous transportation related design features. 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 BMP amendment to the Mobility Element would not propose or encourage any specific development projects or transportation network modifications that would have the potential to result in deficient or inadequate emergency access routes. No further environmental analysis is required.

**f. 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 BMP amendment to the Mobility Element would not set forth or encourage any proposals or projects that would conflict with any adopted alternative transportation policies. The Mobility Element includes programs and policies for all modes of travel, involving the multimodal use of streets, or of parallel corridors working together where prevailing street widths or anticipated traffic volumes and speeds are not conducive to all modes of travel. A multimodal corridor would prioritize auto, bus and truck travel on a major arterial and would provide enhanced bicycle facilities in a nearby parallel street.

While the amended Mobility Element provides guidance for meeting goals and policies related to alternative transportation facilities, the exact timing and specific components of the BMP bicycle improvement projects has not yet been determined. All future BMP improvement projects would be subject to separate CEQA review. No further environmental analysis is required.

**XVII. 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 XVII.a. Through g. - The BMP amendment to the Mobility Element would be consistent with all other chapters of the General Plan and would not be expected to 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. Future demands for utilities and service systems have been anticipated in the General Plan goals, policies and programs for future growth. No further environmental analysis is necessary.

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

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

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

As determined in Section IV. Biological Resources and Section V. Cultural Resources, the BMP amendment to the Mobility Element would have no significant adverse impacts on biological or cultural resources. The BMP amendment would not degrade the quality of the environment, impact any natural habitats, effect 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 BMP amendment to the Mobility Element would be consistent with all other chapters of the General Plan and would not contribute to any cumulative growth effects beyond what is anticipated for the City’s future in the General Plan.

**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

Many of the BMP improvement projects are “self-mitigating” in that they are specifically intended to reduce environmental impacts from current transportation patterns with respect to traffic, air emissions, public safety, municipal services and community cohesion. Finally, physical changes to the environment associated with the improvement projects cannot be undertaken without subsequent project-level environmental review that complies with requirements of CEQA. For these reason, the City has concluded that the amendment to the Mobility Element can be adopted without causing significant adverse environmental effects and determined that the Negative Declaration is the appropriate type of CEQA documentation.

OFFICE OF THE CITY ATTORNEY  
CHARLES PARKIN, City Attorney  
333 West Ocean Boulevard, 11th Floor  
Lona Beach, CA 90802-4664

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RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONG BEACH ADOPTING, AFTER PUBLIC HEARING, AN UPDATE TO THE BICYCLE MASTER PLAN, AS A TECHNICAL APPENDIX TO THE MOBILITY ELEMENT OF THE LONG BEACH GENERAL PLAN

WHEREAS, the City Council of the City of Long Beach has adopted, pursuant to Section 65302 of the California Government Code, a Mobility Element as part of the City of Long Beach General Plan; and

WHEREAS, the City Council desires to amend the General Plan of the City of Long Beach by approving and adopting the update to the Bicycle Master Plan, establishing a Citywide vision and policies necessary to achieve a balanced mobility system by facilitating an increased use of bicycling as a viable option for both work and non-work trips; and

WHEREAS, on April 14, 2016, the Department of Development Services and Public Works held a Citywide kickoff meeting for an update to the Bicycle Master Plan; and

WHEREAS, on September 1, 2016 and November 17, 2016, the Planning Commission held study sessions on the proposed 20-year plan for bicycle infrastructure and policies developed based on national best practices and public input; and

WHEREAS, the draft Bicycle Master Plan ("Draft Plan") establishes policies, programs and design guidelines intended to make bicycling in Long Beach safe, comfortable, convenient, and enjoyable; and

WHEREAS, on January 5, 2017, the Planning Commission conducted public hearings on the Draft Plan and recommended the City Council adopt a resolution

1 approving the Draft Plan as a technical appendix to the Mobility Element of the Long  
2 Beach General Plan;

3 NOW, THEREFORE, the City Council of the City of Long Beach resolves as  
4 follows:

5 Section 1. On February 7, 2017 at 5:00 p.m., the City Council conducted  
6 a duly noticed public hearing at which time it gave full consideration to all pertinent facts,  
7 information, proposals and recommendations and the views expressed at the public  
8 hearing and afforded full opportunity for public input and participation respecting all parts  
9 of the update to the Bicycle Master Plan as a technical appendix to the Mobility Element  
10 of the Long Beach General Plan.

11 Section 2. Following receipt of all appropriate documentation, full  
12 hearings and deliberation, the City Council did concur with the recommendations of the  
13 Planning Commission and did approve the update to the Bicycle Master Plan as a  
14 technical appendix to the Mobility Element of the Long Beach General Plan, as shown on  
15 Exhibit "A", which is attached hereto and incorporated herein by this reference.

16 Section 3. This resolution shall take effect immediately upon its adoption  
17 by the City Council, and the City Clerk shall certify the vote adopting this resolution.

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I hereby certify that the foregoing resolution was adopted by the City Council of the City of Long Beach at its meeting of \_\_\_\_\_, 2017, by the following vote:

Ayes: Councilmembers: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Noes: Councilmembers: \_\_\_\_\_

\_\_\_\_\_

Absent: Councilmembers: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
City Clerk

OFFICE OF THE CITY ATTORNEY  
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