

H-16

May 11, 2021

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Adopt a Resolution allowing for the initiation of a Consolidated Coastal Development Permit process pursuant to Section 30601.3 of the Public Resources Code (Coastal Act) in connection with the realignment of Shoreline Drive as part of the Shoemaker Bridge Replacement Project; and,

Adopt a Resolution granting the City Manager the authority to initiate Consolidated Coastal Development Permits. (Districts 2, 3)

DISCUSSION

The Shoemaker Bridge was built in 1954 and has structural and operational deficiencies. The Shoemaker Bridge Replacement Project (Shoemaker Bridge Project) would replace the existing bridge to improve its safety and operation. The Shoemaker Bridge Project will serve as an important connection between Downtown Long Beach and Interstate-710 (I-710, Long Beach Freeway). In addition to the reconstruction of the bridge, the Shoemaker Bridge Project includes realignment of local streets to create 3.95 acres of new functional park space and improves bike and trail connectivity to the Los Angeles River. The Shoemaker Bridge Project is an early action project (EAP) of the I-710 Corridor Project and is compatible with the planned freeway improvements.

The Shoreline Drive Realignment Project (Shoreline Drive Project) is the first phase of the Shoemaker Bridge Project, consisting of improvements to the local arterials, creating a more functional park space within Cesar E. Chavez Park, creating a more cohesive neighborhood, and meeting the needs of the projected increased demand for non-motorized transportation facilities within Long Beach. A portion of this project involves work within the coastal zone, which is defined by areas south of the centerline of Ocean Boulevard (Attachment A - Project Overview in Coastal Zone).

South of Ocean Boulevard, the Shoreline Drive Project improvements lie within a variety of coastal zone permit jurisdictions. These include the California Coastal Commission's (CCC) original jurisdiction, the City's coastal development permit jurisdiction, and an appealable area in which development permitted by the City is subject to appeal by/to the CCC. These jurisdictional boundaries and the project improvements are shown in Attachment A. The following major project elements involve work that spans across these jurisdictions:

- Shoreline Drive improvements will consist of lane realignments that shift both north and southbound traffic; all lanes would fit under the existing southbound span of the Ocean Boulevard overcrossing. Additional elements of this work include medians/buffers to facilitate traffic calming, sidewalks, and bike lanes to improve circulation and connectivity to the surrounding community.

- Golden Shore street improvements include removal of the existing grade separation over Shoreline Drive and construction of an at-grade signalized intersection. The addition of new Class I “Shared Use” bike paths along Golden Shore will improve connectivity to the LARIO trail and the recreational areas such as Cesar E. Chavez Park and the Drake/Chavez Soccer Fields.
- Seaside Way improvements consist of lowering the grade to meet the modified Golden Shore roadway and new sidewalks/bike lanes to improve connectivity at this intersection.
- Conveyance from the existing stormwater pump station (Los Angeles County LA01) to the LB MUST. The segment of this conveyance within the coastal zone will consist of a force main along Shoreline Drive that will discharge to a gravity flow swale north of Ocean Boulevard.

On April 21, 2020, the City Council certified Environmental Impact Report (EIR) 01-20/ Environmental Assessment (EA) No. 273000, making certain California Environmental Quality Act (CEQA) Findings and Determinations relative thereto; and adopting a Mitigation Monitoring and Reporting Program (Environmental Commitments), for the Shoemaker Bridge Replacement Project (State Clearinghouse No. 2016041007) (Attachment B – City Council Letter April 21, 2020). The environmental document (EIR/EA) outlined components of the project located within both the CCC permit jurisdiction and would be subject to a Coastal Development Permit (CDP), and, within the City’s jurisdiction subject to Local Coastal Development Permit (LCDP) requirements.

Since the Shoreline Drive Project improvements lie within different coastal jurisdictions, both CCC and the City would be required to issue separate coastal development permits for the project, creating potential confusion, inconsistent conditions of approval or mitigation measures, and extending the timeline due to the separate application processes. Section 30601.3 of the Public Resources Code (Coastal Act) authorizes the CCC to process a Consolidated Coastal Development Permit (CCDP) application when requested by a local jurisdiction for projects that would otherwise require CDPs from both entities. Because of the inter-relationship of the proposed improvements under the two different jurisdictions, staff’s recommendation for the most efficient process is to pursue a unified CCDP application as authorized by the CCC.

Before an application for a CCDP can be submitted to the CCC, the local jurisdiction (in this case the City Council) must provide its consent. Staff recommend that the City Council adopt a Resolution supporting the CCDP process, delegating the City’s coastal development permitting authority to the CCC on this project. The Resolution further provides direction to City staff to work with CCC staff to identify any other City actions necessary to undertake and complete the CCDP process.

Consenting to the CCDP process does not relinquish or reduce the City’s role in taking action. For this particular project, the environmental process for the EIR/EA was completed by the City and provided an opportunity for public review and testimony. City staff also find that consenting to the CCDP process would not limit the public’s opportunity to participate in the coastal development permit review process, as the public may participate by attending a CCC public hearing and by providing testimony prior to hearings, as usual.

Under current requirements, the request to initiate a CCDP process is granted through the adoption of a Resolution by the City Council. Due to the timeline and staffing requirements of City Council letters, and consistent with past City Council direction to streamline meetings, this function is more appropriately rested with the City Manager. Therefore, City Council action includes the adoption of a Resolution to transfer the authority of the City Council to initiate a CCDP process to the City Manager for future applications to facilitate this process as an administrative action, thereby streamlining the process for future CCDP requests to the CCC. This Resolution does not modify requirements for City Council action for submittals of Local Coastal Program Amendments (LCPAs) to the CCC. This action does not modify the City Council's role in any other entitlements nor does it remove the City Council's ability to hear items on appeal.

This matter was reviewed by Assistant City Attorney Michael J. Mais on April 7, 2021 and by Budget Management Officer Rhutu Amin Gharib on April 21, 2021.

TIMING CONSIDERATIONS

City Council action is requested on May 11, 2021, to proceed with the final design of the project. Construction is anticipated to start in September 2022.

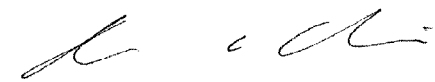
FISCAL IMPACT

There is no fiscal or local job impact as a result of the recommended action. While the proposed recommendation does not have any fiscal impact, the Department of Public Works has been able to work with the California Transportation Commission (CTC) board to secure approval of the project for future consideration of funding and the allocation of \$14 million of State Transportation Improvement Program (STIP) funds on August 13, 2020. The Department of Public Works will return to the City Council to request appropriation of these funds at a later date. The recommended action also does not have any staffing impacts beyond the normal budgeted scope of duties and is consistent with existing City Council priorities.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



OSCAR W. ORCI
DIRECTOR OF DEVELOPMENT SERVICES

APPROVED:



THOMAS B. MODICA
CITY MANAGER

ATTACHMENTS: RESOLUTIONS (2)
ATTACHMENT A – PROJECT OVERVIEW IN COASTAL ZONE
ATTACHMENT B – CITY COUNCIL LETTER APRIL 21, 2020

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RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONG BEACH CONSENTING TO AND ALLOWING FOR THE INITIATION OF A CONSOLIDATED COASTAL DEVELOPMENT PERMIT PROCESS WITH THE CALIFORNIA COASTAL COMMISSION, PURSUANT TO PUBLIC RESOURCES CODE SECTION 30601.3, IN CONNECTION WITH THE REALIGNMENT OF SHORELINE DRIVE AS PART OF THE SHOEMAKER BRIDGE REPLACEMENT PROJECT IN THE CITY OF LONG BEACH; AND DELEGATING THE CITY'S COASTAL DEVELOPMENT PERMITTING AUTHORITY TO THE CALIFORNIA COASTAL COMMISSION RELATING TO THIS PROJECT

WHEREAS, the Coastal Act was amended by Senate Bill (SB)1843 effective January 1, 2007, which allows for a consolidated permitting process for projects for which Coastal Development Permit (CDP) authority is shared by a local government and the State Coastal Commission; and

WHEREAS, SB 1843 (now codified as Section 30601.3 of the Public Resources Code) requires that the applicant, the local government, and the Executive Director of the Coastal Commission agree to the consolidation; and

WHEREAS, consolidation may only proceed where public participation is not substantially impaired by that review and consolidation; and

WHEREAS, the City Council and Planning staff find that a Consolidated Coastal Development Permit (CCDP) application and process will be beneficial to the public because, among other things, it will reduce the total time to process the application

1 and entitlements; and will likewise reduce the overall cost of the proposed Project; and

2 WHEREAS, the City Council and Planning staff find that a Consolidated
3 Coastal Development Permit application and process would benefit the public by
4 reducing and avoiding unnecessary and duplicative processing efforts; and

5 WHEREAS, this matter was considered by the City Council at a duly
6 noticed public meeting conducted by the City Council on May 11, 2021, to receive public
7 comment on the proposed Coastal Development Permit review and consolidation
8 authorization.

9 NOW, THEREFORE, the City Council of the City of Long Beach resolves as
10 follows:

11 Section 1. The City Council of the City of Long Beach hereby authorizes
12 the California Coastal Commission to process a Consolidated Coastal Development
13 Permit in connection with the realignment of Shoreline Drive as part of the Shoemaker
14 Bridge Replacement Project.

15 Section 2. That the Director of Development Services and the City
16 Manager and/or their respective designees are hereby delegated to act on behalf of the
17 City Council with respect to the proposed consolidated permit process in accordance with
18 the provisions of Public Resources Code Section 30601.3.

19 Section 3. That all relevant documents, including but not limited to, the
20 City Council Staff Report dated May 11, 2021, are incorporated herein by this reference
21 as if fully set forth herein.

22 Section 4. The City Council further determines that approval and consent
23 hereby given is limited to approval and consent to a legal procedure allowing the
24 California Coastal Commission to process the above referenced Application where
25 permitting would otherwise require both the City of Long Beach and the Coastal
26 Commission to consider Coastal Development Permit (CDP) applications. This is not
27 intended, and shall not be construed, deemed, or interpreted, to be an approval of any
28 required City entitlements or permits. Any such entitlement and permit determinations

1 shall remain in the discretion of the City. Consideration of such City entitlements shall
2 include, without limitation, all appropriate and required CEQA review by City.

3 Section 5. Public participation will not be substantially impaired by the
4 proposed consolidated review because: (1) the California Coastal Commission will hold a
5 duly noticed public hearing on the CDP application; and (2) the Coastal Commission will
6 provide public notification of the public hearing when the CDP for the proposed project
7 will be considered.

8 Section 6. Pursuant to Public Resources Code Section 30601.3, the City
9 Council hereby consents to the processing of a Consolidated Coastal Development
10 Permit for the proposed Project as is more fully described in the City Council Staff Report
11 submitted to the City on or about May 11, 2021.

12 Section 7. The City Council hereby delegates the City's Coastal
13 Development permitting authority to the California Coastal Commission on this project,
14 and further directs City staff to work with California Coastal Commission staff to identify
15 any other City actions necessary to undertake and complete the California Coastal
16 Development Permit process.

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Section 7. This resolution shall take effect immediately upon its adoption by the City Council, and the City Clerk shall certify the vote adopting this resolution.

I hereby certify that the foregoing resolution was adopted by the City Council of the City of Long Beach at its meeting of _____, 2021, by the following vote:

Ayes: Councilmembers: _____

Noes: Councilmembers: _____

Absent: Councilmembers: _____

Recusal(s): Councilmembers: _____

City Clerk

1 RESOLUTION NO.
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3 A RESOLUTION OF THE CITY COUNCIL OF THE
4 CITY OF LONG BEACH GRANTING THE AUTHORITY TO
5 INITIATE CONSOLIDATED COASTAL DEVELOPMENT
6 PERMIT PROCESSES FROM THE CITY COUNCIL TO
7 THE CITY MANAGER, OR DESIGNEE, IN ORDER TO
8 FACILITATE THIS PROCESS AS AN ADMINISTRATIVE
9 ACTION THEREBY STREAMLINING THE PROCESS FOR
10 FUTURE CONSOLIDATED COASTAL DEVELOPMENT
11 PERMIT REQUESTS TO THE CALIFORNIA COASTAL
12 COMMISSION
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14 WHEREAS, under current practice, the request to initiate a Consolidated
15 Coastal Development Permit (CCDP) application process is initiated through a resolution
16 adopted by the City Council;

17 WHEREAS, by transferring the authority for initiation of CCDP processes
18 from the City Council to the City Manager, or designee, it will facilitate this process as an
19 administrative action and thereby streamline the process for future CCDP requests to the
20 California Coastal Commission (CCC);

21 WHEREAS, this transfer of authority from the City Council to the City
22 Manager, or designee, does not modify the current requirements for City Council action
23 regarding submittals of Local Coastal Program Amendments (LCPAs) to the California
24 Coastal Commission.

25 NOW, THEREFORE, the City Council of the City of Long Beach resolves as
26 follows:

27 Section 1. The City Council of the City of Long Beach hereby authorizes
28 the transfer, and does hereby transfer, authority for initiation of all future Consolidated

1 Coastal Development Permit processes and applications from the City Council to the City
2 Manager, or designee.

3 Section 2. The Director of Development Services is hereby requested to
4 communicate the contents of this Resolution, together with all appropriate supporting
5 material, to the California Coastal Commission for its consideration.

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

8 I hereby certify that the foregoing resolution was adopted by the City
9 Council of the City of Long Beach at its meeting of _____, 2021, by the
10 following vote:

11
12 Ayes: Councilmembers: _____

13 _____

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15 Noes: Councilmembers: _____

16 _____

17 Absent: Councilmembers: _____

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19 Recusal(s): Councilmembers: _____

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City Clerk

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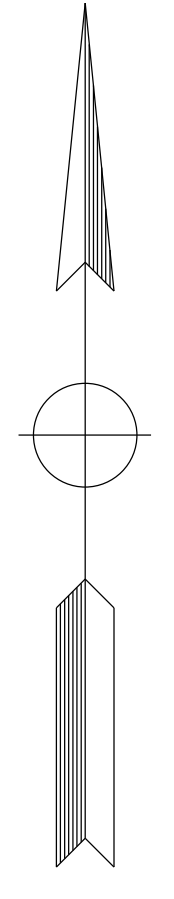
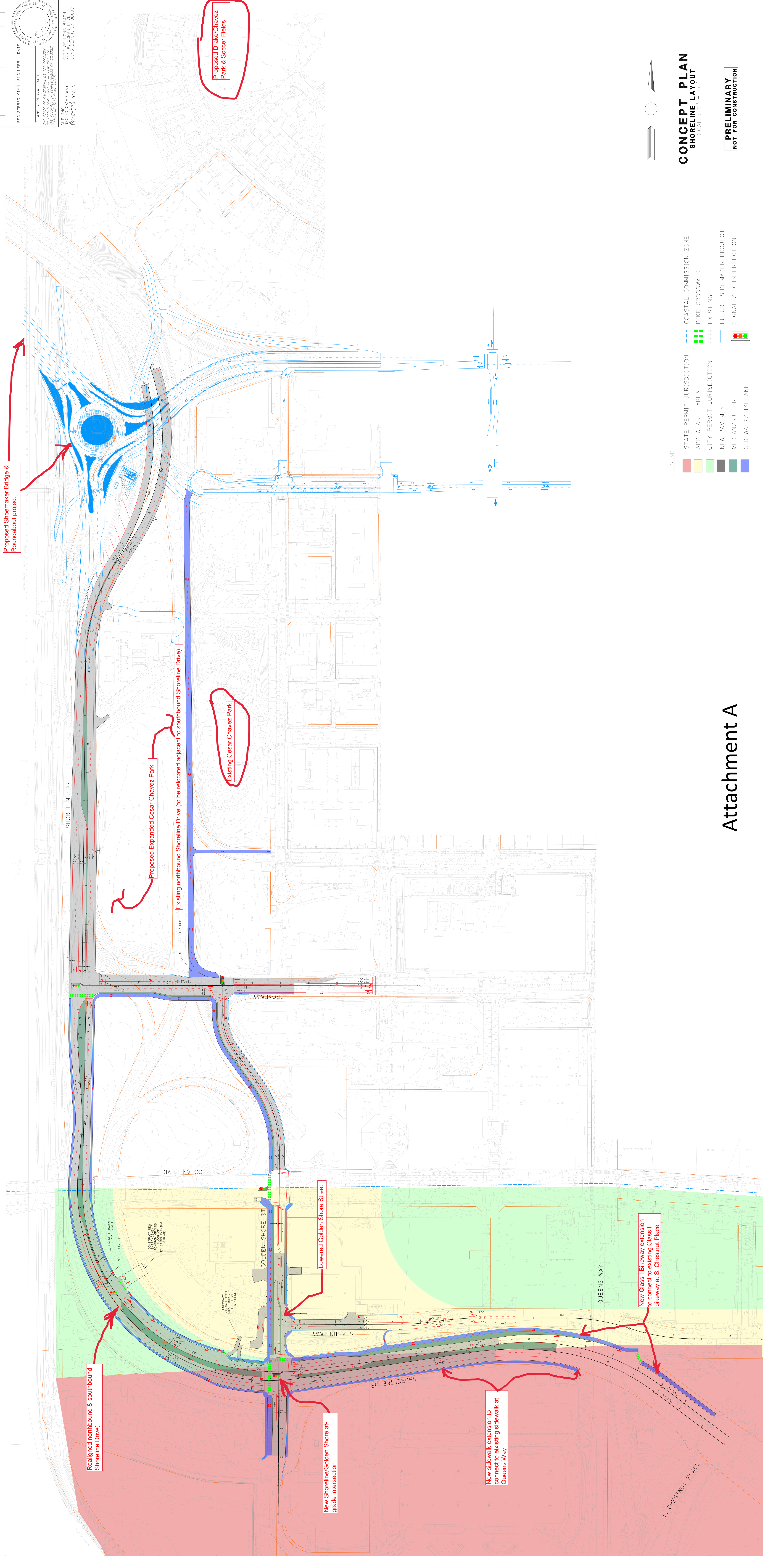
DIST: COUNTY: ROUTE: FIRST MILES: SHEET TOTAL: NO. SHEETS: TOTAL PROJECT NO. SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

CITY OF LONG BEACH
 411 W. OCEAN BLVD
 SUITE 200
 LONG BEACH, CA 90802

SHD INC. 411 W. OCEAN BLVD
 SUITE 200
 IRVINE, CA 92618



CONCEPT PLAN
SHORELINE LAYOUT
 SCALE: 1" = 80'

PRELIMINARY
NOT FOR CONSTRUCTION

- LEGEND**
- STATE PERMIT JURISDICTION
 - APPEALABLE AREA
 - CITY PERMIT JURISDICTION
 - NEW PAVEMENT
 - MEDIAN/BUFFER
 - SIDEWALK/BIKELANE
 - COASTAL COMMISSION ZONE
 - BIKE CROSSWALK
 - EXISTING
 - FUTURE SHOEMAKER PROJECT
 - SIGNALIZED INTERSECTION

Attachment A

April 21, 2020

H-16

REVISED

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 and certifying Environmental Impact Report (EIR 01-20)/ Environmental Assessment No. 273000, making certain California Environmental Quality Act (CEQA) Findings and Determinations relative thereto; and,

Adopting a Mitigation Monitoring and Reporting Program (Environmental Commitments), as set forth in said Resolution, in accordance with those measures as set forth in EIR 01-20; for the Shoemaker Bridge Replacement Project (State Clearinghouse No. 2016041007). (Districts 1, 2)

DISCUSSION

The existing Shoemaker Bridge was built in 1954 and has structural and operational deficiencies. The Shoemaker Bridge Replacement Project (Project) replaces the existing bridge to improve its safety and operation. The Project will serve as an important connection between Downtown Long Beach and the Interstate-710 (I-710) freeway. In addition to the bridge, the Project includes realignment of local streets to create 3.95 acres of new functional park space, and improves bike and trail connectivity to the Los Angeles River. The Project is an early action project (EAP) of the I-710 Corridor Project and is compatible with the planned freeway improvements.

In accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), an Environmental Impact Report/Environmental Assessment (EIR/EA) with a Finding of No Significant Impact (FONSI) was prepared (State Clearinghouse No. 2016041007) (Attachment A). The Shoemaker Bridge is currently under the jurisdiction of the City of Long Beach (City), and the City serves as the lead agency under CEQA. The new Shoemaker Bridge would require federal funding and would be transferred to Caltrans for future ownership and maintenance; therefore, Caltrans serves as a responsible agency under CEQA, as well as the lead agency under NEPA.

On April 1, 2016, the Notice of Preparation (NOP) was released for public review. The information was published in the Long Beach Press-Telegram, filed with the Los Angeles County Clerk-Recorder and provided to over 13,000 interested parties and agencies. A public scoping meeting was held on April 13, 2016. Twelve comments were received from federal, state, and regional/county agencies, and 22 comment letters were received from the public. A copy of the NOP and the comments received are contained within the Final EIR.

HONORABLE MAYOR AND CITY COUNCIL

April 21, 2020

Page 2

The following environmental topics were analyzed in the EIR: aesthetics, agricultural and forest resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise and vibration, population and housing, public services, recreation, transportation/traffic, tribal cultural resources, utilities/service systems, and wildfire.

On September 27, 2019, the Draft EIR was circulated for a statutory 45-day public review period starting on September 27, 2019 and ending on November 12, 2019. A public hearing was held on Thursday, October 17, 2019. Responses to all comments are contained within the Final EIR. Mitigation measures have been incorporated into the Project, which will mitigate or avoid any potential significant environmental effects identified in the EIR. Complete findings related to adoption of the CEQA document are attached (Exhibit A to the Resolution).

Three design alternatives and two design options were evaluated as part of the proposed Project. Caltrans, as lead agency under NEPA, working with the City, identified Alternative 3 (Design Option A) as the Preferred Alternative (Attachment B). This alternative includes complete removal of the existing bridge and construction of the new bridge with a roundabout on the eastern end. Local roadway improvements are planned at the Project limits to enhance traffic operations, safety, and active transportation connections within the area.

Approval of the Final EIR/EA by Caltrans is anticipated in Spring 2020.

This matter was reviewed by Assistant City Attorney Michael J. Mais on April 1, 2020 and Revenue Management Officer Geraldine Alejo on April 6, 2020.

TIMING CONSIDERATIONS

City Council action is requested on April 21, 2020, to ensure timely completion of the Final EIR documents and to meet strict California Transportation Commission (CTC) allocation deadlines. Currently, \$14 million in State Transportation Improvement Program (STIP) funds for the project are at risk and will lapse if the document is not certified by April 30, 2020.

FISCAL IMPACT

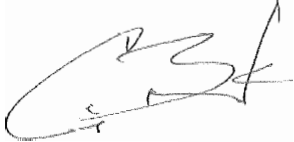
The recommendation provides the necessary environmental and planning approvals to construct the proposed Project. Although the recommendation does not commit the City to expend any funds for the construction of the proposed Project, it will allow the City to submit an allocation request for \$14,000,000 in Measure R funding from the California Transportation Commission (CTC) to fund the Project's design. If funding is approved by the CTC, the Public Works Department will return to the City Council with a request to accept and appropriate the funds. This recommendation has no staffing impact beyond the normal budgeted scope of duties and is consistent with existing City Council priorities. There is no local job impact associated with this recommendation.

HONORABLE MAYOR AND CITY COUNCIL
April 21, 2020
Page 3

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



CRAIG A. BECK
DIRECTOR OF PUBLIC WORKS

APPROVED:



THOMAS B. MODICA
CITY MANAGER

CB:EL:JH:sdj:jc

ATTACHMENTS: RESOLUTION
A – FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT (SCH No.: 2016041007)
ATTACHMENT A – ENVIRONMENTAL IMPACT REPORT / ENVIRONMENTAL ASSESSMENT
ATTACHMENT B – PROJECT DESIGN

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RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONG BEACH APPROVING AND CERTIFYING THE ENVIRONMENTAL IMPACT REPORT FOR THE SHOEMAKER BRIDGE REPLACEMENT PROJECT (EIR-SCH NO. 2016041007/EA:27300) IN ACCORDANCE WITH THE PROVISIONS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND STATE AND LOCAL GUIDELINES; MAKING CERTAIN CEQA FINDINGS AND DETERMINATIONS RELATIVE THERETO; AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) IN ACCORDANCE WITH THOSE MEASURES SET FORTH IN THE SHOEMAKER BRIDGE REPLACEMENT PROJECT ENVIRONMENTAL IMPACT REPORT APPENDIX D

WHEREAS, the City of Long Beach, Department of Public Works, in cooperation with the California Department of Transportation (Caltrans), is proposing to replace the Shoemaker Bridge (West Shoreline Drive) in the City of Long Beach (“the Project”). Said Project description and Project location are more fully described in the Environmental Impact Report (EIR-01-20) (“EIR”), copies of which are incorporated herein by this reference as though set forth in full, word for word. Said Project is an “early action project” (“EAP”) of the Interstate 710 (I-710) Corridor Project and is located at the southern end of State Route (SR) 710 in the City and is bisected by the Los Angeles River (LA River);

WHEREAS, Project implementation will require certification of the EIR;

WHEREAS, an Initial Study was prepared in accordance with CEQA which

1 concluded that an Environmental Impact Report would be the appropriate level of review
2 in accordance with the California Environmental Quality Act (CEQA) and CEQA
3 Guidelines section 15161. The Initial Study Checklist is dated April 2016;

4 WHEREAS, a public Scoping Meeting was held on April 13, 2016;

5 WHEREAS, the City began an evaluation of the proposed project by issuing
6 a Notice of Preparation (NOP) for the Environmental Impact Report (EIR), and which
7 Notice was circulated from April 1, 2016 to May 2, 2016;

8 WHEREAS, a Notice of Completion was prepared and filed with the State
9 Office of Planning and Research on September 27, 2019;

10 WHEREAS, implementation of the Project constitutes a "project" as defined
11 by CEQA, Public Resources Code Sections 21000 et seq., and the City of Long Beach is
12 the Lead Agency for the Project under CEQA;

13 WHEREAS, although the City is designated as the Lead Agency for CEQA
14 purposes, Caltrans serves as a Responsible Agency in relation to CEQA; and likewise
15 serves as the Lead Agency, as assigned by the Federal Highway Administration (FHWA),
16 for National Environmental Policy Act (NEPA) purposes;

17 WHEREAS, the City has prepared full and complete responses to the
18 comments received on the EIR, and distributed the responses in accordance with Public
19 Resources Code section 21092.5;

20 WHEREAS, the City Council has carefully reviewed and considered all
21 environmental documentation comprising the Final EIR, including but not limited to the
22 Draft EIR, and any revisions and additions thereto, the technical appendices and
23 referenced documents, and the public comments and responses thereto, and conducted
24 a duly noticed City Council public hearing held on April 21, 2020, at which time evidence,
25 both written and oral, was presented to and considered by the City Council;

26 WHEREAS, the City Council after having carefully reviewed and considered
27 all relevant environmental documentation and public comment thereto has found that the
28 Final EIR considers all potentially significant environmental impacts of the Project and is

1 complete and adequate, and fully complies with all requirements of CEQA and the State
2 CEQA Guidelines;

3 WHEREAS, at said April 21, 2020, public hearing, the City Council
4 considered all significant impacts, mitigation measures, and Project alternatives identified
5 in the Final EIR, and found that all potentially significant impacts of the Project have been
6 lessened or avoided to the extent feasible.

7 NOW, THEREFORE, the City Council of the City of Long Beach does
8 hereby find, determine and resolve that:

9 Section 1. All the above recitals are true and correct and are incorporated
10 herein as though fully set forth.

11 Section 2. The Final EIR is adequate and provides good faith disclosure
12 of available information on the Project, and all reasonable and feasible alternatives
13 thereto, and has been completed in compliance with CEQA and the State CEQA
14 Guidelines.

15 Section 3. The EIR, which reflects the City Council's independent
16 judgment and analysis, is hereby adopted, approved, and certified as complete and
17 adequate under CEQA.

18 Section 4. Pursuant to Public Resources Code Section 21081 and State
19 CEQA Guidelines section 15091, the City Council has reviewed and hereby makes and
20 adopts the CEQA Findings of Fact regarding the Environmental Impacts for the
21 Shoemaker Bridge Replacement Project as shown on the attached Exhibit "A," which
22 document is incorporated herein by reference as though set forth in full, word for word.

23 Section 5. Pursuant to Public Resources Code Section 21081.6 and
24 CEQA Guidelines Section 15091(d), the City Council hereby adopts and approves the
25 Mitigation Monitoring and Reporting Program, which is contained in Appendix "D" of the
26 Final EIR and is hereby made a part hereof by this reference, with respect to the
27 significant environmental effects identified in the EIR, and hereby makes and adopts and
28 imposes the provisions of the Mitigation Monitoring and Reporting Program as mitigation

1 measures for the Project.

2 Section 6. The information provided in the various staff reports submitted
3 in connection with the Project, the corrections and modifications, if any, to the EIR made in
4 response to comments and any errata which were not previously re-circulated, and the
5 evidence presented in written and oral testimony at the public hearing, do not represent
6 significant new information so as to require further re-circulation of the EIR pursuant to the
7 Public Resources Code.

8 Section 7. A Draft Environmental Impact Report for the Shoemaker
9 Bridge Replacement Project (State Clearing House No. 2016041007) was completed on
10 September 27, 2019, and was circulated for public review and comment between
11 September 27, 2019 and November 12, 2019.

12 Section 8. Pursuant to Section 15164 of the CEQA Guidelines, and based
13 on the evidence and oral and written testimony presented at all public hearings, and
14 based on all of the information contained in the files of the Public Works Department
15 (incorporated herein by this reference) on the Project, including the DEIR and FEIR for the
16 Shoemaker Bridge Replacement Project, the City Council finds that:

- 17 A. The EIR has been completed in compliance with CEQA;
18 B. The EIR reflects the City Council's independent judgment and
19 analysis with respect to the Project;
20 C. None of the conditions described in CEQA Guidelines Section
21 15162, which call for the preparation of a subsequent or supplemental EIR have occurred;

22 The CEQA Findings made in this Resolution are based on the information
23 and evidence set forth in Shoemaker Bridge Replacement Project EIR as referenced
24 above, and upon such other substantial evidence (both oral and written) which has been
25 presented in the record of the proceeding, including, but not limited to, that information
26 received by the City Council at the public hearing conducted on April 21, 2020, including
27 the Staff Report presented to the City Council on that date. The EIR, staff reports,
28 testimony, technical studies, appendices, plans, specifications, figures, exhibits, and other

1 materials that constitute the record of proceedings on which this resolution is based are on
2 file and available for public examination during normal business hours in the Department
3 of Public Works, 411 West Ocean Boulevard, 5th Floor, Long Beach, CA 90802. The
4 custodian of said records is the Director of Public Works.

5 Section 9. Decision.

6 A. The City Council hereby approves, certifies and adopts the
7 Environmental Impact Report for the Shoemaker Bridge Replacement Project and all
8 Appendices and Exhibits thereto, are incorporated herein by this reference as though set
9 forth word for word.

10 B. The City Council hereby adopts the Mitigation Monitoring and
11 Reporting Program, as set forth in the Environmental Impact Report for the Shoemaker
12 Bridge Replacement Project (EIR-01-20/SCH#2016041007) and finds that in response to
13 each significant impact identified in the EIR, changes, alterations or mitigation measures
14 have been or will be required or incorporated into the Project as part of the Mitigation
15 Monitoring and Reporting Program which will avoid or substantially reduce to a level of
16 insignificance any significant environmental impacts identified. Each such change,
17 alteration or mitigation measure shall be a condition of approval of the Project.

18 C. The City Council hereby adopts, and incorporates herein by
19 this reference, each fact and finding as set forth in the City Council Staff Report dated
20 April 21, 2020, relating to the approval of the Shoemaker Bridge Replacement Project.

21 Section 10. This resolution shall take effect immediately upon its adoption
22 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 _____, 2020, by the following vote:

Ayes: Councilmembers: _____

Noes: Councilmembers: _____

Absent: Councilmembers: _____

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Shoemaker Bridge Replacement Project

CITY OF LONG BEACH
LOS ANGELES COUNTY, CALIFORNIA
07-LA-710 (PM 6.0/6.4)
EA: 27300/ SCH No. 2016041007

Findings of Fact on the Final Environmental Impact Report



Prepared for the City of Long Beach Department of Public Works



March 2020

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Acronyms

| | |
|-------------------|---|
| AB | Assembly Bill |
| ACM | asbestos-containing materials |
| ADL | aerially deposited lead |
| APE | Area of Potential Effects |
| ASR | Archaeological Survey Report |
| BMP | best management practices |
| BSA | Biological Study Area |
| CAAP | Climate Action and Adaptation Plan |
| Caltrans | California Department of Transportation |
| CARB | California Air Resources Board |
| CDFW | California Department of Fish and Wildlife |
| CDP | Coastal Development Permit |
| CEQA | California Environmental Quality Act |
| City | City of Long Beach |
| CO | carbon monoxide |
| CO ₂ e | carbon dioxide equivalent |
| CPS | Coastal Pelagic Species |
| CRHR | California Register of Historical Resources |
| CSO | Cultural Studies Office |
| CWA | Clean Water Act |
| dBA | A-weighted decibel |
| DSA | disturbed soil area |
| EA | Environmental Assessment |
| EAP | Early Action Project |
| EFH | Essential Fish Habitat |
| EIR | environmental impact report |
| ESA | Environmentally Sensitive Area |
| FHWA | Federal Highway Administration |
| FTIP | Federal Transportation Improvement Program |
| GHG | greenhouse gas |
| HAPC | Habitat Area of Potential Concern |
| HMMP | Habitat Mitigation and Monitoring Plan |
| HRER | Historic Resource Evaluation Report |
| ID | Identification |
| ISA | Initial Site Assessment |
| LA River | Los Angeles River |
| LARIO | Los Angeles River and Rio Hondo |
| LB MUST | Long Beach Municipal Urban Stormwater Treatment |
| LCP | local coastal program |
| LED | light-emitting diode |
| LOS | level of service |
| MT | metric tons |
| NAC | noise abatement criteria |
| NAHC | Native American Heritage Commission |
| NB | northbound |
| NEPA | National Environmental Policy Act |
| NOAA | National Oceanic and Atmospheric Administration |
| NOP | Notice of Preparation |
| NPDES | National Pollutant Discharge Elimination System |
| NRHP | National Register of Historic Places |
| PA | Programmatic Agreement |

| | |
|-------------------|--|
| PCB | polychlorinated biphenyls |
| PCGS | Pacific Coast Groundfish Species |
| PDT | Project Development Team |
| PF | Project Feature |
| PM _{2.5} | particulate matter 2.5 micrometers or less in diameter |
| PM ₁₀ | particulate matter 10 micrometers or less in diameter |
| PMP | paleontological mitigation plan |
| PMR | paleontological mitigation report |
| POLB | Port of Long Beach |
| PRC | Public Resources Code |
| Project | Shoemaker Bridge Replacement Project |
| PSI | preliminary site investigation |
| PSR | Project Study Report |
| REC | recognized environmental condition |
| ROW | right-of-way |
| RTP | Regional Transportation Plan |
| RWQCB | Regional Water Quality Control Board |
| SB | southbound |
| SCAB | South Coast Air Basin |
| SCAQMD | South Coast Air Quality Management District |
| SCH | State Clearinghouse |
| SCS | Sustainable Communities Strategy |
| SER | Standard Environmental Reference |
| SHPO | State Historic Preservation Office |
| SR | State Route |
| SSP | Standard Special Provision |
| SWPPP | Stormwater Pollution Prevention Plan |
| TCE | temporary construction easement |
| TMP | transportation management plan |
| TNW | Traditional Navigable Water |
| TOAR | Traffic Operations Analysis Report |
| U.S. | United States |
| URS | URS Corporation, Inc. |
| USACE | U.S. Army Corps of Engineers |
| USFWS | United States Fish and Wildlife Service |
| VMT | vehicle miles traveled |

1 Background

The following information is presented to comply with California Environmental Quality Act (CEQA) Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (EIR) for the project, which is the basic source for the information.

The following Findings are made for the Final EIR (State Clearinghouse [SCH] No. 2016041007) for the Shoemaker Bridge Replacement Project (Project). The Final EIR analyzes the significant and potentially significant environmental impacts, which may occur as a result of the Project.

The City of Long Beach (City), in cooperation with the California Department of Transportation (Caltrans), is proposing to replace the Shoemaker Bridge (West Shoreline Drive) in the City of Long Beach, California. The Project is an early action project (EAP) of the Interstate 710 (I-710) Corridor Project and is located at the southern end of State Route (SR) 710 in the City and is bisected by the Los Angeles River (LA River). I-710 transitions into SR-710 south of Pacific Coast Highway.

The CEQA lead agency is responsible for ensuring the adequacy and objectivity of the EIR. The City of Long Beach, as CEQA lead agency, has subjected the Draft EIR and Final EIR to the agency's own review and analysis process.

1.1 Project Summary

The City, in cooperation with Caltrans, is proposing to replace the Shoemaker Bridge (West Shoreline Drive) in the City of Long Beach, California. A regional location map is included in Chapter 1 of the EIR/ Environmental Assessment (EA). The Shoemaker Bridge Replacement Project (Project) is an EAP of the I-710 Corridor Project and is located at the southern end of SR-710 in the City and is bisected by the LA River.

Alternative 1 (No Build) and Alternatives 2 and 3 (Design Options A and B) to replace the existing Shoemaker Bridge are being evaluated as part of the proposed Project. The primary difference between Alternative 2 and Alternative 3 is that Alternative 2 proposes to repurpose a portion of the existing Shoemaker Bridge for a non-motorized use, and Alternative 3 proposes removal of the existing bridge. Additionally, two design options for a roundabout (Design Option A) or "Y" intersection (Design Option B) at the easterly end of the bridge would be evaluated in Alternatives 2 and 3. Alternative 3 (Design Option A) has been identified within the EIR as the Preferred Alternative.

Alternatives 2 and 3 would include vista point along the south side of the new bridge and also provide improvements along associated roadway connectors to downtown Long Beach, West Shoreline Drive from SR-710, and portions of West 3rd Street, West 6th Street, West 7th Street, and West Broadway from Cesar E. Chavez Park to Magnolia Avenue. The proposed

improvements may include additional street lighting, restriping, turn lanes, bicycle, pedestrian, directional signage and streetscape improvements. Additionally, as an EAP of the I-710 Corridor Project, Alternatives 2 and 3 would evaluate the impacts from the closure of the 9th and 10th Street ramp connections into downtown Long Beach.

The proposed Project is included in the Final 2017 Adopted Federal Transportation Improvement Program (FTIP) and the Southern California Association of Government's (SCAG) 2016 Regional Transportation Plan (RTP) (SCAG 2016) for Los Angeles County as Project Identification (ID): LA0G830.

The Project description provided in the Final Adopted 2017 FTIP and the Final 2016 RTP states the following:

SR-710 Improvements/Shoemaker Bridge Replacement – Replace the existing Shoemaker bridge with a new bridge. The new bridge will be reduced to have two mixed-flow lanes in the NB and in the SB directions to tie the flow into SR-710. The new bridge will also include pedestrian and bicycle access. Additionally, bicycle, pedestrian, and street enhancements will be provided on adjacent thoroughfares.

Multiple conceptual designs were originally developed for the proposed Project, and two alternatives (identified as Alternatives 1 and 2 in the Project Study Report [PSR]) were carried forward for evaluation in the now-completed PSR phase of the proposed Project (URS Corporation, Inc. [URS] 2008). After the PSR phase was completed, a hybrid alternative was carried forward for detailed environmental analysis based on feedback from the City, Caltrans, and the Federal Highway Administration (FHWA).

Currently, Shoemaker Bridge is under jurisdiction of the City and serves as the extension of West Shoreline Drive within downtown Long Beach to the SR-710 corridor. I-710 transitions into SR-710 south of Pacific Coast Highway. Since the existing Shoemaker Bridge is within City right-of-way (ROW), the City serves as the lead agency under CEQA. However, since the new Shoemaker Bridge would require federal funding and would be transferred to Caltrans for future ownership and maintenance, Caltrans serves as a responsible agency under CEQA, as well as the lead agency under the National Environmental Policy Act (NEPA).

1.2 Project Objectives

The following objectives have been established for the proposed Project and will aid decision makers in their review of the Project and the associated impacts. The objectives guide the intent and purpose of the Project:

- Provide a structure and highway facility that meets current structural and geometric design standards
- Provide a facility that is compatible with planned freeway improvements and downtown development projects
- Improve connectivity from the downtown area to surrounding communities and adjacent recreational use areas

- Improve safety and operations for all modes of transportation

1.3 Environmental Review Process

Due to the potential closure of the 9th and 10th Street ramps as part of the Project, it was determined that the project could have a significant impact on the environment through the potential to divide an established community, and that preparation of an EIR was determined to be the appropriate CEQA environmental document. The City issued a Notice of Preparation (NOP) on April 1, 2016 and made the NOP available for review and comment for a 30-day period closing on May 2, 2016. The NOP was distributed to city, county, and state and federal agencies, other public agencies, and various interested private organizations and individuals. The NOP was also published in the Long Beach Press Telegram on March 29, 2016. A public scoping meeting was held on April 13, 2016. Twelve comments were received from federal, state, and regional/county agencies, and 22 comment letters were received from the general public in response to the NOP. A copy of the NOP and the comments received in response to the NOP are included in Appendix F of the Final EIR.

The Draft EIR was circulated for a statutory 45-day public review period starting on September 27, 2019 and ending on November 12, 2019. Fourteen comment letters were received during the comment period, and are responded to in the responses to comments appendix (Appendix K) of the Final EIR.

Caltrans, as lead agency under NEPA, as assigned by FHWA, and in cooperation with the City, as the lead agency under CEQA, has identified Alternative 3 (Design Option A) as the Preferred Alternative. The Preferred Alternative, Alternative 3 (Design Option A), includes the complete removal of the existing Shoemaker bridge and construction of the new bridge with a roundabout on the eastern end of the proposed bridge. Local road improvements would occur throughout the Project limits including those on West Shoreline Drive, West 3rd Street, Ocean Boulevard, Golden Shore/Golden Avenue, West Seaside Avenue, West Broadway, West 6th Street, West 7th Street, West 9th Street, West 10th Street, and Anaheim Street. The new Shoemaker Bridge would consist of multiple structures, with spans that cross the LA River, the northbound (NB) lanes of SR-710, and the LA River and Rio Hondo (LARIO) Trail. The new ramps would be located approximately 500 feet (measured from centerline) south of the existing Shoemaker Bridge.

After the public circulation period, all comments were considered and addressed prior to the Project Development Team (PDT) selecting the Preferred Alternative, Alternative 3 (Design Option A). The PDT selected Alternative 3 (Design Option A) on December 11th, 2019, after careful consideration of all contributing factors. Alternative 3 (Design Option A) has been selected as the Preferred Alternative because it best satisfies the purpose and need of the Project. Additionally, Alternative 3 consists of the removal of the entire existing Shoemaker Bridge and minimizes hydraulic risks associated with existing piers or columns from current Shoemaker Bridge remaining within the LA River. The Preferred Alternative has also been documented within the PR. Environmental effects of the build alternatives are not substantially different from each other.

1.4 Record of Proceedings

For all purposes of CEQA compliance, including these Findings of Fact, the administrative record of all City proceedings and decisions regarding the environmental analysis of the Project include but are not limited to:

- The Draft and Final EIR for the Project, together with all appendices and technical reports referred to therein, whether separately bound or not, or on a CD;

Documents or other materials that constitute the record of proceedings upon which these Findings are made are located at the City of Long Beach Department of Public Works, 411 West Ocean Boulevard, 5th Floor, Long Beach, California 90802.

2 Findings and Facts

The City of Long Beach, as lead agency, is required under CEQA to make written findings concerning each alternative and each significant environmental impact identified in the Draft EIR and Final EIR. Specifically, regarding findings, CEQA Guidelines Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.
- (b) The findings required by subsection (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant

environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

- (e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.
- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The “changes or alterations” referred to in Section 15091(a)(1) may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

2.1 Format

This section summarizes the significant environmental impacts of the project, describes how these impacts are to be mitigated, and discusses various alternatives to the proposed project, which were developed in an effort to reduce the remaining significant environmental impacts. All impacts are considered potentially significant prior to mitigation unless otherwise stated in the findings.

This remainder of this section is divided into the following subsections:

- Section 2.2, Summary of Environmental Impacts, presents the overview of impacts of the proposed project.
- Section 2.3, Findings on Impacts Determined to be Less than Significant, presents the impacts of the proposed project that were determined in the Draft EIR to be less than significant without the addition of mitigation measures and presents the rationales for these determinations.
- Section 2.4, Findings on Impacts Determined to be Less than Significant with Mitigation Incorporated, presents significant impacts of the proposed Project that were identified in the Final EIR, the mitigation measures identified in the Mitigation Monitoring and Reporting Program/Environmental Commitments Record reducing the impacts to less than significant, and the rationales for the findings.
- Section 2.5, Findings on Significant and Unavoidable Impacts. No impacts were determined to be significant and unavoidable.

2.2 Overview of Environmental Impacts

Based on the NOP and Draft EIR, the following is an overview of the environmental topics considered to have no impact, a less than significant impact, a less than significant impact with mitigation incorporated, and a significant and unavoidable impact. Some sections, may be discussed under more than one category since the impact determination may vary by threshold.

2.2.1 No Impact

The following topics were determined to have no impact as a result of the Project and will not be discussed further within this document:

- Agriculture and Forest Resources
- Mineral Resources
- Population and Housing
- Public Services
- Wildfire

2.2.2 Less Than Significant Impact

The following environmental topics were determined to have a less than significant impact as a result of the Project:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Emergency Services

- Mandatory Findings of Significance

2.2.3 Less Than Significant Impact with Mitigation Incorporated

The following topics were determined to have less than significant impact with mitigation incorporated as a result of the Project:

- Biological Resources
- Geology and Soils

2.2.4 Significant and Unavoidable Impacts

There are no environmental topics that were determined to have a significant and unavoidable impact as a result of the Project.

2.3 Findings on Impacts Determined to be Less than Significant

2.3.1 Aesthetics

The Project would not have a significant effect on the visual character or quality of public views and would not conflict with applicable zoning or other regulations governing scenic quality.

The proposed Project is located within an urban area of the City of Long Beach. The southern portion of the Project is located within the Coastal Zone. As discussed in the Final EIR Section 2.1.2, Development Trends of the Final EIR, the Project is subject to the California Coastal Act of 1976. The policies established by the California Coastal Act include the protection and expansion of public access and recreation; the protection, enhancement, and restoration of environmentally sensitive areas; the protection of agricultural lands; the protection of scenic beauty; and the protection of property and life from coastal hazards. The California Coastal Commission is responsible for implementation and oversight under the California Coastal Act. California Coastal Act delegates power to local governments to enact their own local coastal programs (LCP)

This Project is subject to the City's LCP. As such, the Project would be required to be consistent with the scenic elements identified in the City's LCP and, any specifications related to aesthetics that may be required within the Coastal Development Permit (CDP) obtained during final design.

As discussed in Section 2.6, Visual and Aesthetics of the Final EIR, temporary visual impacts during implementation of the proposed Project under Alternatives 2 and 3 (Design Options A and B) would include construction activities, equipment staging, truck hauling, excavation activity, and detour signage. Project construction is anticipated to take 36 months, with an overall area of approximately 46 acres to be temporarily disturbed. As a result of construction, mature ornamental trees would be removed mostly within the portion of Cesar E. Chavez Park that is not accessible because of the connectors to the existing Shoemaker Bridge and SR-710. Replacement landscaping would be provided as part of the proposed Project and would be consistent with City, and Caltrans guidelines. Temporary impact areas to Cesar E. Chavez Park would be restored to a condition equivalent or better than prior to the Project.

The improvements proposed under Alternatives 2 and 3 (Design Options A and B) would be consistent with the goals and policies identified within the City's General Plan, LCP, and applicable Master Plans. Additionally, Minimization Measure VIS-1, identified in Section 2.6.4, Avoidance and Minimization Measures of the Final EIR, would develop a landscape plan that would ensure consistency with the Caltrans Highway Design Manual, City's General Plan, Planned Development Districts, Master Plans, and LCP. Incorporation of Minimization Measures VIS-2 through VIS-4 would minimize impacts on removal of mature trees, develop a hardscape plan, and ensure adequate lighting within the Project limits. Therefore, impacts are considered less than significant and no mitigation measures are required.

Additionally, the visual character and quality with implementation of the proposed Project would be enhanced by removing old roadways and making this land available for park use. Implementation of minimization measures VIS-1, through VIS-4, provided in Section 2.6 Visual and Aesthetics of the Final EIR, would minimize visual impacts during construction and operation of the proposed Project under Alternatives 2 and 3 (Design Options A and B). Therefore, impacts are considered less than significant and no mitigation is required.

The Project will not have a significant adverse effect on the light or glare affecting day or nighttime views within the Project limits and surrounding area.

The Project under Alternatives 2 and 3 (Design Options A and B) currently receives light at night from traffic, street and bridge lighting; signalized intersections; freeway on- and off-ramps; the surrounding commercial zone; and limited light sources from nearby residential development. Existing lighting on the bridge and along the local connectors would be modified or relocated as part of the proposed Project under Alternatives 2 and 3 (Design Options A and B). Minimization Measure VIS-4, provided in Section 2.6, Visual and Aesthetics of the Final EIR, would minimize potential impacts regarding light and glare by preparing a lighting plan for the Project to be implemented during construction and operation. Therefore, impacts are considered less than significant and no mitigation is required.

2.3.2 Air Quality

The Project would not result in significant adverse effects to a cumulatively considerable net increase of any criteria pollutants.

As described in Section 2.13, Air Quality of the Final EIR, the proposed Project under Alternatives 2 and 3 (Design Options A and B) is not expected to result in any concentrations exceeding the 1-hour or 8-hour carbon monoxide (CO) standards. In addition, the proposed Project under Alternatives 2 and 3 (Design Options A and B) would not delay the attainment of the particulate matter 2.5 (PM_{2.5}) or particulate matter 10 (PM₁₀) air quality standards within the South Coast Air Basin (SCAB). Therefore, the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant. Thus, impacts are considered less than significant and no mitigation is required.

The Project would not result in significant adverse effects which would expose sensitive receptors to substantial pollutant concentrations.

The sensitive receptors within or adjacent to the Project limits are residential, park, and school uses. As discussed above, the proposed Project under Alternatives 2 and 3 (Design Options A and B) may result in temporary, short-term, construction-related increases in pollutant concentrations specifically associated with construction equipment emissions and fugitive dust. The implementation of South Coast Air Quality Management District (SCAQMD) Standard Conditions and Caltrans Standard Construction Specifications, provided in the project features (PF) PF-60 through PF-74 and in Minimization Measures AQ-1 and AQ-2 in Section 2.13, Air Quality of the Final EIR, would minimize potential short-term air quality impacts on sensitive receptors. Therefore, impacts are considered less than significant and no mitigation is required.

The Project would not result in significant adverse emissions adversely affecting a substantial number of people.

The proposed Project under Alternatives 2 and 3 (Design Options A and B) may result in temporary, short-term, construction-related increases in objectionable odors. Implementation of the SCAQMD Standard Conditions and Caltrans Standard Construction Specifications, as described in Section 2.13, Air Quality of the Final EIR, would minimize this potential short-term impact. Therefore, impacts are considered less than significant and no mitigation is required.

2.3.3 Biological Resources

The Project would not result in significant adverse effects that would conflict with any local policies or ordinances protecting biological resources.

Trees in the City are protected under Chapter 14.28 (Trees and Shrubs) of the City's Municipal Code, which regulates the planting, maintenance, and removal of trees along any City street, and a permit would be acquired from the Director of Public Works, as required per Section 14.28.060 of the City's Municipal Code. Guards would be placed around any trees in the vicinity of Project construction activities located along the street, alley, court or other public place in order to prevent injury to protected trees. Any removal or maintenance of trees along City streets would be conducted per the requirements of Chapter 14.28. Therefore, impacts are considered less than significant and no mitigation is required.

2.3.4 Cultural Resources

The Project would not result in significant adverse effects pursuant to §15064.5.

As stated in Section 2.7, Cultural Resources of the Final EIR, a single, resource located in the Area of Potential Effects (APE), the LA River Flood Channel, is assumed eligible for the National Register of Historic Places (NRHP) for the purposes of this Project only, pursuant to Stipulation VIII.C.4 of the FHWA Section 106 Programmatic Agreement (PA). However, a full evaluation of the entire channel is precluded by the resource's large size and the limited potential for effects. Presumption of eligibility was approved after consultation with Caltrans Cultural Studies Office (CSO) on April 16, 2018, pursuant to Stipulation VIII.C.4 of the FHWA Section 106 PA. Character-defining features of the LA River Flood Channel includes its trapezoid-shaped reinforced concrete channel, its alignment, and the concrete parapet walls at top of river banks.

Four other resources were identified within the APE and analyzed for their cultural significance as documented within the EIR prepared for the Project. The other four resources evaluated were determined not eligible for listing in either the NRHP or California Register of Historical Resources (CRHR). In a letter dated July 3, 2019, State Historic Preservation Office (SHPO) concurred with Caltrans' determination of non eligibility for listing in the NRHP for the four built environmental resources and had no objection to the assumption of eligibility for the LA River Flood Channel. The proposed Project under Alternatives 2 and 3 (Design Options A and B) would result in grade separated crossing improvements to the LA River Flood Channel, including an aerial easement for a bridge over the segment, construction of the new Shoemaker Bridge within the boundary of the LA River Flood Channel, and under Alternative 2 (Design Option A and B) a remaining pier from existing Shoemaker Bridge. There would be no permanent physical changes to the LA River Flood Channel's intact character defining features described above, and the new Shoemaker Bridge would not have a substantial effect on the LA River Flood Channel's physical design or setting, nor would it reduce the integrity of the segment to the degree that it is no longer eligible for listing in the NRHP or CRHR. Therefore, impacts on cultural resources would be considered less than significant with the inclusion of project features PF-4 and PF-5 identified in Section 2.7, Cultural Resources of the Final EIR, and no mitigation is recommended or required.

In addition, according to the Historic Resource Evaluation Report (HRER), the street improvements and traffic calming measures extend through the locally designated Drake Park/Willmore City Historic District. The work within the district would occur along 6th and 7th Streets between Magnolia Avenue and Park Court and would be limited in these areas to restriping the existing striped roadway and modifying existing signals. As identified in the HRER, the Drake Park/Willmore City Historic District was evaluated for the NRHP and CRHR as part of the Daisy Avenue Bicycle Boulevard Project in 2016. That evaluation determined that the district was not eligible for the NRHP or CRHR. Because the Drake Park/Willmore City Historic District has already been determined ineligible for the NRHP and CRHR, it was not re-evaluated as part of this project. There are no other locally designated historical resources within the Project limits. Therefore, the proposed Project under Alternatives 2 and 3 (Design Options A and B) would have no impact on locally designated historical resources as defined by CEQA. Therefore, impacts are considered less than significant and no mitigation is required.

The Project would not result in significant adverse effects to archaeological resources pursuant to §15064.5.

Implementation of the proposed Project under Alternatives 2 and 3 (Design Options A and B) may cause the disturbance of previously unknown archaeological resources within the Project limits. Although considered unlikely, construction in undeveloped areas or redevelopment that requires excavation to depths greater than current foundations has the potential to encounter unknown archaeological resources. In the event cultural materials are discovered during Project construction, all earthmoving activity would cease in the immediate area of the discovery area and a qualified archaeologist would access the significant of the find. The project features PF-4 and PF-5 regarding the handling of cultural resources or human remains found during ground disturbance activities identified in Section 2.7, Cultural Resources of the Final EIR, would avoid and/or minimize potential impacts on previously unknown archaeological resources. Therefore, impacts are considered less than significant and no mitigation is required.

The Project would not result in significant adverse effects to human remains.

Although considered unlikely, there is the potential to encounter unknown buried cultural materials or human remains within the APE during construction of the proposed Project under Alternatives 2 and 3 (Design Options A and B). If buried archaeological or cultural materials are exposed during construction, it is Caltrans policy that work in the area must halt until a qualified archaeologist can evaluate the nature and significance of the find. In the event that previously unknown buried cultural materials or human remains are encountered during construction, corresponding project features PF-4 and PF-5 (found in Section 2.7, Cultural Resources of the Final EIR) would avoid and/or minimize potential impacts on previously unknown cultural resources or human remains. Therefore, impacts are considered less than significant and no mitigation is required.

2.3.5 Energy

The Project would not result in significant adverse effects of energy consumption during construction or operation.

The proposed Project under Alternatives 2 and 3 (Design Options A and B) would result in temporary fuel usage associated with construction vehicles and equipment. Project construction would involve grubbing/land clearing, grading/excavation, drainage/utilities/sub-grade, paving, and striping during construction. The Project's construction emissions under the Alternatives 2 and 3 (Design Options A and B) were estimated using the Sacramento Metropolitan Air Quality Management District's Road Construction Emissions Model, Version 9.0.0; a model approved for use by the SCAQMD¹. Default equipment assumptions for the Road Construction Emissions Model were used in developing the emissions estimates.

The grading and excavation phase during construction activities would result in maximum daily construction emissions and thus, would be the most energy intensive. Energy use for construction of the proposed Project under Alternatives 2 and 3 (Design Options A and B) is estimated to result in the short-term consumption of up to 377,398 gallons of fuel from construction equipment. This represents a small demand on local and regional fuel supplies that would be easily accommodated, and this demand would cease once construction is complete. Moreover, construction-related energy consumption would be temporary and not a permanent new source of energy demand, and demand for fuel would have no noticeable effect on peak or baseline demands for energy.

The proposed improvements may include additional street lighting, restriping, turn lanes, bicycle, pedestrian, signage, and streetscape improvements. Thus, the Alternatives 2 and 3 (Design Options A and B) would accommodate the projected increase in demand for the City's non-motorized transportation facilities, thus promoting transportation energy efficiency. Based on the Traffic Operations Analysis Report (TOAR) (Caltrans 2019a), Alternative 2 (Design Option A) yields superior level of service (LOS) results compared to Alternative 2 (Design Option B) under 2035 Build Conditions. As a result, energy savings are associated with the Alternative 2 (Design Option A) compared to Alternative 1 (No Build). As Alternatives 2 and 3 (Design Options A and B) would not increase capacity and thus would not increase traffic using the Shoemaker Bridge

¹ <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-modeling>, accessed February 2020.

and associated downtown connectors, a net increase in energy consumption is not anticipated. In addition, with implementation of Project features PF-3 in Section 2.5, Traffic and Transportation of the Final EIR, PF-60 through PF-74 in Section 2.13, Air Quality of the Final EIR, and PF-87 in Section 2.15, Energy of the Final EIR, as well as Minimization Measure E-1 in Section 2.15, Energy of the Final EIR, which would assist in minimizing impacts on energy consumption through the use of light-emitting diode (LED) lighting in traffic signals and lights, energy impacts would be considered less than significant and no mitigation is required.

2.3.6 Geology and Soils

The Project would not expose people or structures to potential substantial adverse effects as a result of earthquake fault rupture.

No active or potentially active surface faults are known to exist within or near the Project limits. In addition, the site is not located within a designated Alquist-Priolo Earthquake Fault Zone. However, the Project is located within a seismically active region that would be subject to future seismic shaking from earthquakes occurring along local or regional faults. Active faults without surface expression (blind faults) or other potentially active seismic sources capable of generating an earthquake may be present under the site at depth but not yet identified. The Newport Inglewood-Rose Canyon Fault and Palos Verdes Fault within the Project vicinity have been documented as producing earthquakes with a magnitude of 7.2. Therefore, the proposed Project may be subject to seismic ground shaking.

Requirements for a geotechnical investigation during final design (Minimization Measure GEO-1, found in Section 2.10, Geology, Soils, Seismic, and Topography of the Final EIR) and implementation of recommendations from the report and adherence to Caltrans' Seismic Design Criteria and the Uniform Building Code (Minimization Measure GEO-2, found in Section 2.10, Geology, Soils, Seismic, and Topography of the Final EIR) are sufficient to avoid and/or minimize impacts related to surface fault rupture. Therefore, impacts are considered less than significant and no mitigation is required.

The Project would not expose people or structures to potential substantial adverse effects as a result of strong ground shaking.

The Project is located in the highly seismic Southern California region within the influence areas of several fault systems. These fault systems are considered active and well-defined and are capable of producing potentially damaging seismic groundshaking. Therefore, it is anticipated that the Project would periodically experience ground acceleration as the result of moderate to large seismic events. The structures (e.g., Shoemaker Bridge and ramps) constructed for the proposed Project would be potentially subject to adverse impacts related to seismic ground shaking. However, the proposed Project under Alternatives 2 and 3 (Design Options A and B) would be designed in accordance with the requirements of Caltrans's Seismic Design Criteria and the Uniform Building Code, and Minimization Measures GEO-1 and GEO-2, found in Section 2.10, Geology, Soils, Seismic, and Topography of the Final EIR, would be implemented to minimize potential impacts due to seismic ground shaking. Therefore, impacts are considered less than significant and no mitigation is required.

The Project would not expose people or structures to potential substantial adverse effects as a result of seismic-related ground failure, including liquefaction.

The Project is within a potential liquefaction hazard zone. Due to the varying and potentially high groundwater elevations in the area and the presence of loose/soft soils at the area of the Project limits, the potential for liquefaction during an earthquake is considered high. However, as detailed in Minimization Measure GEO-1, found in Section 2.10, Geology, Soils, Seismic, and Topography of the Final EIR, the potential for liquefaction effects on the structures constructed for the proposed Project under Alternatives 2 and 3 (Design Options A and B) would be further investigated during final design. If recommended by the geotechnical investigation, final design would include design features related to liquefiable soils. Therefore, impacts are considered less than significant and no mitigation is required.

The Project would not expose people or structures to potential substantial adverse effects as a result of seismic-induced landslides.

The topography of the Project limits is relatively flat with no natural slopes, except for existing the embankments and levees of the LA River. However, earthquake induced slope instability is possible in areas where the potential for liquefaction is present. As previously stated the potential for liquefaction in the Project limits is high. Minimization Measures GEO-1 and GEO-2, found in Section 2.10, Geology, Soils, Seismic, and Topography of the Final EIR, would be implemented to minimize potential impacts under Alternatives 2 and 3 (Design Options A and B) due to seismic ground shaking. Therefore, impacts are considered less than significant and no mitigation is required.

The Project would not result in substantial soil erosion or the loss of topsoil.

Construction activities for the proposed Project under Alternatives 2 and 3 (Design Options A and B), such as grading and cut and fill slopes, would disturb soil and alter existing landforms. Temporary impacts would include soil compaction and an increased possibility of soil erosion. Exposed soils would be particularly prone to erosion during construction of the proposed Project under Alternatives 2 and 3 (Design Options A and B), especially during heavy rains. Erosion impacts related to water quality are evaluated in Section 2.9, Water Quality and Storm Water Runoff of the Final EIR. With the inclusion of project features PF-6 through PF-50, described in Section 2.9, Water Quality and Storm Water Runoff of the Final EIR, impacts during construction and operation related to erosion would be considered less than significant, and no mitigation is required.

The Project would not result in significant adverse effects as a result of on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

The Project is within a potential liquefaction hazard zone and seismically active region. Due to the varying and potentially high groundwater elevations in the area and the presence of loose/soft soils at the Project limits, the potential for liquefaction during a design level earthquake is considered high. Additionally, there is potential for liquefaction-induced spreading and which would need be further evaluated during final design. Minimization Measure GEO-2, found in Section 2.10, Geology, Soils, Seismic, and Topography of the Final EIR, would be implemented to minimize

potential impacts due to settlement liquefaction or related secondary seismic impacts. Therefore, impacts are considered less than significant and no mitigation is required.

The Project would not result in significant adverse effects as a result of expansive soil.

The proposed Project under Alternatives 2 and 3 (Design Options A and B) may be subject to direct adverse impacts associated with expansive and collapsible soils. Caltrans' Standard Conditions require the preparation of a detailed geotechnical investigation during final design of the proposed Project under Alternatives 2 and 3 (Design Options A and B), as specified in Minimization Measure GEO-1 in Section 2.10, Geology/Soils/Seismicity/Topography of the Final EIR. The detailed geotechnical investigation would address the potential for expansive and collapsible soils in the Project limits. If expansive and/or collapsible soils are identified, the final design would include design features related to expansive and collapsible soils as specified in Minimization Measure GEO-1, found in Section 2.10, Geology, Soils, Seismic, and Topography of the Final EIR. Therefore, impacts are considered less than significant, and no mitigation is required.

2.3.7 Greenhouse Gas Emissions

The Project would generate GHG emissions, either directly or indirectly, but would not result in a significant impact on the environment.

When compared to the Existing (2015) conditions, Alternatives 2 and 3 would reduce the greenhouse gas (GHG) emissions by 1,187 metric tons (MT) of carbon dioxide equivalent (CO₂e) per year in 2025 and 1,580 MT of CO₂e per year in 2035. Therefore, because there is a reduction in future emissions compared to existing emissions, there is evidence of substantial progress in reducing emissions and the impact is considered less than significant. Therefore, impacts are considered less than significant and no mitigation is required.

The project would not conflict with or obstruct implementation of the applicable greenhouse gas emission plans.

As discussed in Sections 3.3.6.1 through 3.3.6.4 of the Final EIR, the proposed Project is consistent with the State's GHG reduction goals, the California Air Resources Board (CARB) Scoping Plan, SCAG's 2016 RTP/Sustainable Communities Strategy (SCS), and the City's Climate Action and Adaptation Plan (CAAP), which is not yet adopted. In addition, the Project is also consistent with the San Pedro Bay Ports Clean Air Action Plan, the Los Angeles County 2020 Community Climate Action Plan, and the Port of Los Angeles Actions to Reduce GHG Emissions by 2050. Therefore, the proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs and the impact is considered less than significant and no mitigation is required.

2.3.8 Hazards and Hazardous Waste

The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

During construction, there is the potential to encounter hazardous materials in the soils and existing road materials. The proposed Project under Alternatives 2 and 3 (Design Options A and

B) would involve disturbance of soils and demolition of existing structures; therefore, hazardous soil contaminants such as aerially deposited lead (ADL), polychlorinated biphenyls (PCB), lead chromate, and asbestos-containing materials (ACM) may be encountered during Project construction. In addition, soil impacted by petroleum hydrocarbons, halogenated compounds, or other hazardous materials could be encountered at the properties that would be partially or fully acquired for the proposed Project under Alternatives 2 and 3 (Design Options A and B).

Typical hazardous materials used during construction (e.g., solvents, paints, fuels) would be handled in accordance with standard procedures. There are standard regulations and Caltrans policies (avoidance and minimization measures) that must be followed with respect to the use, storage, handling, disposal, and transport of potentially hazardous materials during construction of the proposed Project under Alternatives 2 and 3 (Design Options A and B) to protect human health and the environment.

With the inclusion of project features PF-51 through PF-59 and Avoidance and Minimization Measures HAZ-1 through HAZ-9 found in Section 2.12, Hazardous Waste/Materials of the Final EIR, which requires further testing and proper handling of hazardous waste and materials, potential impacts related to hazardous materials would not be significant.

Routine maintenance activities during operation of the proposed Project under Alternatives 2 and 3 (Design Options A and B) would be required to follow applicable regulations with respect to the use, storage, handling, transport, and disposal of potentially hazardous materials. Therefore, the operation of the proposed Project under Alternatives 2 and 3 (Design Options A and B) would not result in significant impacts related to hazardous waste or materials. Therefore, impacts are considered less than significant and no mitigation is required.

The Project would not create a significant hazard to the public or the environment through the reasonable foreseeable upset and accident conditions that release hazardous materials

The proposed Project under Alternatives 2 and 3 (Design Options A and B) would not create a significant hazard to the public or the environment through any reasonably foreseeable upset or accident conditions involving the release of hazardous materials. As discussed above in the first response under Section 2.3.8 Hazards and Hazardous Waste of this document, routine hazardous materials such as paint, solvents, and fuel would be used, handled, stored, disposed of, and transported during construction of the proposed Project under Alternatives 2 and 3 (Design Options A and B) in accordance with applicable local, State, and federal regulations. Therefore, impacts are considered less than significant and no mitigation is required.

The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Twelve schools are located within 0.25 mile of the Project limits. These schools are identified as Cesar Chavez Elementary School, Edison Elementary School, Oropeza International Elementary School, Roosevelt Elementary School, Stevenson Elementary School, George Washington Middle School, Long Beach Polytechnic High School, PAAL Academy, Renaissance High School, St. Anthony High School, St Anthony Elementary School, and Montessori on Elm are within 0.25

mile of the proposed Project. However, as discussed above the first response under Section 2.3.8 Hazards and Hazardous Waste of this document, routine hazardous materials such as paint, solvents, and fuel would be used, handled, stored, disposed of, and transported during construction of the proposed Project under Alternatives 2 and 3 (Design Options A and B) in accordance with applicable local, State, and federal regulations. Therefore, impacts are considered less than significant and no mitigation is required.

The Project would not create an adverse significant effect to the public as a result of a hazardous materials site pursuant to the Government Code Section 65962.5.

Based on the due diligence efforts completed as part of the Initial Site Assessment (ISA), 28 properties in total were identified to have recognized environmental conditions (REC) within the hazardous waste/materials study area. Of these 28 properties, 8 were identified to have a potential impact on the Project under Alternatives 2 and 3 (Design Options A and B) (5 properties are located within the Project limits and 3 properties are located adjacent to the Project limits). Potential contamination associated with these properties are due to existing and past land uses and operation activities (e.g., existing and former gas stations, active oil wells, maintenance yards, and industrial facilities), which may have resulted in a release or spill.

Under Alternatives 2 and 3 (Design Options A and B), there is a potential for the Project under Alternatives 2 and 3 (Design Options A and B) to encounter soil and/or groundwater contamination associated with eight properties. Interviews with regulatory agency officials and/or Preliminary Site Investigations (PSI) are recommended for these properties to further assess for the presence of contamination issues. Interviews were attempted with regulatory agencies for high risk properties. The Long Beach Fire Department and Regional Water Quality Control Board (RWQCB) were contacted by phone on January 10, 2020 with no answer, so voicemails were left. Follow up calls were conducted on January 13, 2020, however no response has been received. With the implementation of Avoidance and Minimization Measures HAZ-1 through HAZ-9 identified in Section 2.12, Hazardous Waste/Materials of the Final EIR, impacts would be considered less than significant and no mitigation is required.

The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Temporary traffic delays are expected during Project construction. In addition, there would be temporary delays to travel times due to construction staging along the freeway. As a result, some temporary impairment to emergency response times may occur. However, the proposed Project under Alternatives 2 and 3 (Design Options A and B) includes a Caltrans-required transportation management plan (TMP) as a project feature, PF-3, in Section 2.5, Traffic and Transportation in the Final EIR. Therefore, these temporary impacts during construction are considered less than significant and no mitigation is required.

2.3.9 Hydrology and Water Quality

The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

During construction activities under Alternatives 2 and 3 (Design Options A and B), excavated soil would be exposed and there would be an increased potential for soil erosion compared to existing conditions. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction of the proposed Project with the potential to be transported via storm water runoff into receiving waters.

During operation under Alternatives 2 and 3 (Design Options A and B), pollutants of concern of a transportation facility include sediment/turbidity, nutrients, organic compounds, trash and debris, oxygen-demanding substances, bacteria and viruses, oil and grease, pesticides, and metals. These pollutants could also be discharged into the LA River in storm water runoff as a result of incidental drippings from vehicles, and accidental spills during maintenance activities, such as bridge painting and surface treatments.

Alternatives 2 and 3 (Design Options A and B) would reduce the impervious area by approximately 10 acres; therefore, providing an overall net positive effect for runoff. The proposed Project under Alternatives 2 and 3 (Design Options A and B) includes project features PF-6 through PF-50 included in Section 2.9, Water Quality in the Final EIR, that complies with applicable National Pollutant Discharge Elimination System (NPDES) permit requirements for construction and operation to protect the beneficial uses of waters. In addition, these project features PF-6 through PF-50 include best management practices (BMP) that would be implemented during construction and operation of the proposed Project under Alternatives 2 and 3 (Design Options A and B). Project features PF-6 through PF-50 provided in Section 2.9, Water Quality and Storm Water Runoff in the Final EIR, are regulatory requirements that would minimize Project impacts on water quality during construction and operation under Alternatives 2 and 3 (Design Options A and B).

Since the proposed Project under Alternatives 2 and 3 (Design Options A and B) would result in a disturbed soil area (DSA) greater than 1 acre, the proposed Project under Alternatives 2 and 3 (Design Options A and B) would be required to comply with the NPDES Construction General Permit as specified within Project Feature PF-12 in Section 2.9, Water Quality and Stormwater Runoff in the Final EIR. In addition, the proposed Project under Alternatives 2 and 3 (Design Options A and B) would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), also identified within Project Feature PF-12 in Section 2.9, Water Quality and Stormwater Runoff of the Final EIR. The project features PF-6 through PF-50 identified within Section 2.9, Water Quality and Storm Water Runoff in the Final EIR, as well as the SWPPP prepared for the proposed Project prior to construction would identify temporary BMPs to address the potential temporary impacts on water quality. Project Features PF-6 through PF-10 included in Section 2.9 Water Quality and Storm Water Runoff of the Final EIR are comprised of standard measures and BMPs that would be included as a part of the Project and also identified within the proposed Project's SWPPP in order to address general construction impacts on water quality. Therefore, impacts are considered less than significant and no mitigation is required.

The project would not substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion, siltation or flooding off site.

The proposed Project under Alternatives 2 and 3 (Design Options A and B) would be required to comply with the Construction General Permit and develop a SWPPP to address all potential sources of pollution, which may affect water quality including sediment erosion and siltation.

Implementation of the proposed Project under Alternatives 2 and 3 (Design Options A and B) would not significantly alter the existing drainage pattern within the Project limits and surrounding area. The area drainage patterns are anticipated to be similar to existing conditions, with only minor modifications to accommodate the improvements to the bridge and local connectors. The proposed Project under Alternatives 2 and 3 (Design Options A and B) would modify the existing storm drain systems and treat surface runoff through bio-treatment where hydraulically feasible prior to entering into the existing pump stations located at 6th Street and Golden Shore. Treatment options, including bio-swales, bio-strips, and wet basins, and/or an urban runoff and reuse facility would be incorporated as landscape features that would be integrated with the overall landscaping form of Drake Park and Cesar E. Chavez Park. Water treatment would be coordinated with the design of the new Long Beach Municipal Urban Stormwater Treatment (LB MUST) facility currently being developed by the City. LB MUST will accommodate drainage from the northern portion of the Project north of West Broadway and a new detention basin would be constructed as a part of the Project to accommodate drainage south of West Broadway within the Project vicinity.

In addition, the replacement of the Shoemaker Bridge under Alternatives 2 and 3 (Design Options A and B) would involve the placement of new columns in the LA River. The disturbance of existing channel bottom sediments would be localized around the proposed bridge columns and also around any temporary supports required to erect the new bridge.

Because Alternatives 2 and 3 (Design Options A and B) would reduce the impervious area by 10 acres, this would have an overall net positive effect for runoff. BMPs would be implemented during construction and operation of the proposed Project to control erosion, siltation, and drainage at the site. Project features PF-12 and PF-13 identified in Section 2.9 Water Quality and Storm Water Runoff of the Final EIR, are regulatory requirements that would minimize impacts during construction and operation related to erosion. Therefore, impacts are considered less than significant and no mitigation is required.

The project would not place buildings, workers, or the public within areas anticipated to be inundated due to sea level rise.

The Project is located within a 100-year floodplain. In addition, there is a risk for seiches (oscillations in enclosed bodies of water caused by seismic waves) in the LA River and the Port of Long Beach (POLB) area. Because the Project is located near the ocean, there is also a medium risk of tsunami inundation (City of Long Beach 2002). The City is somewhat protected from tsunamis based on the geography and the breakwater; however, considerable damage to sea-front structures could occur (City of Long Beach 1975). In the City, slope instability is not a major problem as slopes generally are neither high nor steep; therefore, the risk of mudflows is low. Although portions of the Project limits could be inundated by a seiche or tsunami, the replacement of the bridge and realignment of the connectors does not increase the risk.

As stated in Section 2.8, Geology and Soils of the Final EIR, the proposed Project under Alternatives 2 and 3 (Design Options A and B) would not increase peak storm flows because it

would reduce impervious area within the Project limits with the conversion of transportation uses into park uses within Cesar E. Chavez Park. Runoff would be accommodated by detention basin and the separate project, LB MUST.

According to the State of California Sea-level Rise Guide (California Natural Resources Agency 2018), climate change has the potential to raise sea levels near Los Angeles by 5.4 to 6.7 feet by 2100. The City in its CAAP uses inundation scenarios of 11 inches of sea level rise for 2030, 24 inches for midcentury and an end-of-century mid-range scenario of 37 inches and high range scenario of 66 inches (5.5 feet). Components of harbor infrastructure and the Ports of Los Angeles and Long Beach may be vulnerable to sea level rise. Sea level rise of this magnitude could inundate portions of the local coastline. The Project location is at a coastal location; however, Shoemaker Bridge is elevated within the Project limits, which would reduce the potential of inundation from higher sea levels. In addition, at its midpoint the new Shoemaker Bridge structure would be approximately 10 feet higher than the existing Shoemaker Bridge structure while high-range sea level rise estimates for 2100 are less than 7 feet. Therefore, a less than significant impact is anticipated and no mitigation is required.

2.3.10 Land Use and Planning

The Project would not conflict with a policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The proposed Project under Alternatives 2 and 3 (Design Options A and B) is consistent with the RTP, the FTIP, and is consistent with applicable goals and policies within the City General Plan, the Port Master Plan, the City's LCP, and the California Coastal Act. Although a majority of Project construction would occur within the City and Caltrans ROW, the Project under Alternatives 2 and 3 (Design Options A and B) would require temporary construction easements (TCE), staging areas, and temporary roadways that would impact Cesar E. Chavez Park and the proposed LB MUST project which is slated for completion prior to the proposed Project.

The proposed Project would acquire 1.62 acres under Design Option A and 1.60 acres under Design Option B for the widening of southbound (SB) West Shoreline Drive to accommodate two way traffic. The acquisitions would affect open landscaped areas adjacent to roadway improvements. Design Option A would require the temporary use of 6.30 acres of parkland in Cesar E. Chavez Park, and Design Option B would require the temporary use of 6.29 acres of parkland in the park for new recreational bike path connections within the park, grading, and a staging area in the portion of the park south of West Broadway. For the LB MUST facility, Design Option A would temporarily impact 3.83 acres and Design Option B would temporarily impact 4.14 acres of land in the facility. Temporary impacts as a result of the Project would involve the closure of the LB MUST recreational facilities for approximately 2 years for the construction of supporting structures for the new Shoemaker Bridge. In addition, the Project would result in 1.11 acres of permanent impacts under Design Option A, and 0.73 acre of permanent impacts under Design Option B. Permanent impacts would occur within the LB MUST facility due to the permanent placement of the bridge support structures. Permanent and temporary impacts would also occur in the outer landscaped boundaries of the Golden Shore RV Park due to the removal and modifications of roadways that bound the property to the north and east, as well as the permanent closure of NB West Shoreline Drive and widening of SB West Shoreline Drive within Cesar E.

Chavez Park. Under both Design Option A and B, the Project would result in 0.04 acre of permanent impact and 0.52 acre of temporary impacts to the Golden Shore RV Park.

However, the Project under Alternatives 2 and 3 (Design Options A and B) would result in a net gain of parkland with the incorporation and conversion of multiple roadways that currently segment the park into parkland. Under Design Option A, a net gain of 3.95 acres of parkland and under Design Option B a net gain of 3.97 acres of parkland would occur.

Furthermore, the footings of the new bridge would permanently impact the LA River, which is designated as open space, and would close portions of the LARIO Trail and the pathways within LB MUST that connect to the LARIO Trail for approximately 2 years during construction. Impacts on open space and recreational uses are minor or temporary, and would not affect the ongoing use of these facilities. Any areas disturbed by construction staging or TCEs, that are being returned to the resource, would be returned to original conditions prior to construction. Short-term impacts on access associated with construction of the proposed Project would be reduced by implementation of the TMP which is included as a project feature PF-3, and coordination for closures (Minimization Measures LU-1 and PR-11 through PR-28). Therefore, impacts are considered less than significant and no mitigation is required.

2.3.11 Noise

The Project would not result in significant adverse effects to persons within the vicinity of the Project as a result of ambient noise, and would not violate any applicable standards or laws.

Sensitive receivers are determined by land use. Noise-sensitive land uses are land uses where people reside or where the presence of unwanted sound could adversely affect the use of the land. Sensitive receivers would be temporarily exposed to construction noise during construction of the proposed Project under Alternatives 2 and 3 (Design Options A and B). The closest sensitive receivers (local residences and Golden Shore RV Resort) are within 50 feet of the Project construction areas under Alternatives 2 and 3 (Design Options A and B) and may be subject to short-term noise levels of 91 A-weighted decibels (dBA) maximum sound level (L_{max}) or higher that are generated by construction activities.

Specific noise project features PF-75 through PF-79 which include compliance with Caltrans's Standard Specifications and Standard Special Provision (SSP) to minimize construction noise, as well as compliance with the construction hours specified in the City of Long Beach Municipal Code (Measure N-1) would minimize the short-term noise impacts during Project construction under Alternatives 2 and 3 (Design Options A and B).

Potential long-term noise impacts associated with Project operations under Alternatives 2 and 3 (Design Options A and B) are solely from traffic noise. Traffic noise was evaluated for the worst-case traffic condition. As discussed in Section 2.14, Noise of the Final EIR, with implementation of the proposed Project, 45 of 189 modeled receptors would approach or exceed the 67 dBA equivalent continuous sound level (L_{eq}) noise abatement criteria (NAC) under the proposed Project.

In the future (2035) build condition, receivers would experience up to a 7 dBA increase in noise levels when comparing the existing condition to the 2035 build condition. There would be up to a 7 dBA increase in noise levels when comparing the 2035 No Build condition compared to the 2035 build condition, and noise levels at most receptors would decrease. A 3 dBA change is the lowest level that is barely perceptible by the average human ear in an outdoor environment. In addition, according to Caltrans' *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects*, May 2011, a noise impact occurs when the predicted future noise level with the project substantially exceeds the existing noise level by 12 dBA or more. Because the proposed Project setting is highly urbanized and because of the proximity of the receptors to the highway, the magnitude of the noise increase from the Project under Alternatives 2 and 3 (Design Options A and B) is not considered substantial and would not result in a significant noise impact under CEQA. In addition, during final design, the City will evaluate acoustic methods developed by Caltrans' Division of Environmental Analysis (DEA) in order to locate and quantify potential noise impacts as a result of the bridge replacement. Project elements identified within the DEA Draft Noise Notes for Bridge Projects will be implemented within the bridge design to the extent feasible as identified in minimization measure N-2. Therefore, impacts are considered less than significant and no mitigation is required.

The Project would not result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.

Refer to the previous response for noise regarding applicable laws, regulations, and ambient noise. During construction, the proposed Project under Alternatives 2 and 3 (Design Options A and B) could generate ground-borne noise with pile driving. This would be controlled by adherence to City and Caltrans noise standards. An increase in ground-borne vibration is not anticipated since the proposed Project under Alternatives 2 and 3 (Design Options A and B) would reconstruct an existing bridge and local connectors. Therefore, impacts are considered less than significant and no mitigation is required.

2.3.12 Recreation

The Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated.

Roadways that currently cut through Cesar E. Chavez Park that currently segment the park under Alternatives 2 and 3 (Design Options A and B) would be converted into parkland and incorporated into Cesar E. Chavez Park, allowing for more useable park space. The net gain of parkland would result in 3.95 acres under Design Option A and 3.97 acres under Design Option B. In addition, roadway improvements under Alternatives 2 and 3 (Design Options A and B) are anticipated to temporarily and permanently impact the existing Golden Shore RV Park property because of the closure of the SB West Shoreline Drive connection to Golden Shore, and the planned LB MUST facility because of the facilities location directly below the new support structure of new bridge's western termini. Under Alternatives 2 and 3 (Design Options A and B), temporary construction impacts related to the enhancement of recreational facilities which include realignment of pathways and conversion of roadways into park space would occur due to street removal, staging areas, and TCEs. Impacts on the Golden Shore RV Park and the LB MUST facility are considered

less than significant. As part of the proposed Project, under Alternatives 2 and 3 (Design Options A and B), a net gain of parkland would occur with the incorporation of the existing NB West Shoreline Drive and other adjacent roadways into Cesar E. Chavez Park. Therefore, substantial physical deterioration as a result of recreational use is not anticipated as the Project is not a growth-inducing project. Therefore, impacts are considered less than significant and no mitigation is required.

The Project would include recreational facilities but would not require the construction or expansion of recreational facilities that would have an adverse physical effect on the environment.

The Project would remove the existing NB West Shoreline Drive, located currently within Cesar E. Chavez Park, and integrate it with the existing SB Shoreline Drive, located adjacent to the LA River to allow for two way traffic flow. The newly configured West Shoreline Drive would allow for an increase of 3.95 acres under Design Option A and 3.97 acres under Design Option B of useable park space within Cesar Chavez Park. Since the Project is a transportation project and would not introduce any new development in the area, and is not considered growth inducing, the Project under Alternatives 2 and 3 (Design Options A and B) would not require the construction of new recreation facilities or the expansion of existing recreational facilities. Therefore, impacts are considered less than significant, and no mitigation is required.

2.3.13 Transportation

The Project would not conflict with an applicable plan, ordinance, or policy regarding all modes of transportation including transit, roadway, bicycle, and pedestrian facilities.

Temporary traffic delays are expected during construction of the new bridge and local connectors; however, no extended ramp closures and no full local road closures are anticipated under Alternatives 2 and 3 (Design Options A and B).

In addition, bus stops in the vicinity of the proposed improvements along Anaheim Street, West 3rd Street, West 6th Street, West 7th Street, Pacific Avenue, Long Beach Boulevard, Atlantic Avenue, and West Broadway from Cesar E. Chavez Park to Magnolia Avenue under Alternatives 2 and 3 (Design Options A and B) may also result in increased service times. Bus stops in the vicinity of the proposed improvements along Ocean Boulevard and 6th Street may be temporarily relocated during construction. However, these impacts would be temporary and would cease after completion of construction.

Temporary sidewalk closures on West 7th Street, West 6th Street, West 3rd Street, West Broadway, and Ocean Boulevard, as well as road work would impact pedestrian and bicycle access under Alternatives 2 and 3 (Design Options A and B). Staged construction plans would include provisions for maintaining pedestrian and bicycle access in these areas during construction. Finally, to ensure the safety of construction workers and trail users, it may be necessary to temporarily close the LARIO Trail crossing at SR-710 during construction of the proposed Project under Alternatives 2 and 3 (Design Options A and B). Detours would be provided during any trail closures. These impacts would be temporary and would cease after completion of construction. Short-term adverse traffic and transportation/ pedestrian and bicycle facilities impacts associated with construction of the proposed Project under Alternatives 2 and 3 (Design

Options A and B) would be reduced by the TMP, included as a project feature PF-3, and coordination for closures (Minimization Measures LU-1, and PR-11 through PR-28).

The proposed Project under Alternatives 2 and 3 (Design Options A and B) would result in a temporary loss of available parking spaces to a parking lot located along Broadway (between the Ocean Boulevard on-ramp to NB W Shoreline Drive and Magnolia Avenue) and a temporary loss of street parking along 6th and 7th Streets during construction. It is anticipated that the remaining number of available spaces within the parking lot are adequate to accommodate for the continued function of the adjacent hotel and businesses that utilize the parking lot along Broadway. Temporary impacts to street parking along 6th and 7th Streets would be minimized through a TMP, identified as Project Feature, PF-3 (Section 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities of the Final EIR). All these impacts would be temporary and cease after completion of construction. Once construction is complete, temporary parking impacts that would result in a temporary loss of parking would be restored. Thus, temporary impacts to parking are considered less than significant.

Due to planned roadway improvements, the proposed Project under Alternatives 2 and 3 (Design Options A and B) would result in a permanent loss of 58 street parking spaces along 6th Street and 7th Street (between Nylic Court and Lime Avenue) and along Magnolia Avenue (between Ocean Boulevard and West Broadway). Additionally, 173 street parking spaces along 7th Street would be restricted during AM and PM peak under Measure TR-1. Although there would be a loss in available street parking, improvements along these streets would improve safety particularly along 6th and 7th Street by slowing down traffic and providing new connections to recreational resources throughout the Project limits.

Along 6th and 7th Streets is a mix of residential, religious, office, and commercial, and school uses and along Magnolia are governmental uses. However, most of these uses have their own dedicated parking spaces, parking lots, or nearby public parking facilities within walking distance. There are 4 public parking structures and lots located along 6th Street and 7th Street, between Pacific Avenue and Locust Avenue, with a total of 1,860 available parking spaces. These lots are located approximately mid-point of the most affected portions of 6th Street and 7th Street, with two of the structures offering free parking for the first 2 hours and all parking structures providing daily and monthly parking rates. Furthermore, most of these uses already have dedicated parking spaces or parking lots, such as the Civic Center Project, which includes an underground parking structure with 509 available parking spaces and another parking structure with 725 available parking spaces to serve the new city hall and proposed mix-use that is proposed. ---Therefore, permanent impacts on parking are considered less than significant with mitigation incorporated.

With the proposed Project under Alternatives 2 and 3 (Design Options A and B), the only intersection that would not operate at satisfactory LOS and meets the two criteria thresholds indicating significant impacts is at the intersection of Pier B Street/Pico Avenue at SR-710 Ramps. This intersection would continue to operate at LOS F during the AM peak hour for all the scenarios. Since the intersection was already operating at an unsatisfactory LOS under the existing condition, the operational and capacity issues are due to the existing system deficiencies and is not due to the newly added trips attributed to the proposed Project under Alternatives 2 and 3 (Design Options A and B).

Although, the proposed Project under the Build Conditions would have not significantly impact any of the study intersections, poor LOS and congestion in the Downtown Long Beach traffic study area would still result at the Pier B Street/Pico Avenue at SR-710 Ramps. However, based on the Final EIR for the Pier B On-Dock Rail Support Facility Project (Pier B Project), released January 12, 2018, the improvements as part of the 12th Street Alternative (or the selected Pier B Project Alternative) would consist of the operational closure of 9th Street, thus removing potential traffic circulation off of the Pier B Street/Pico Avenue at SR-710 ramps. In addition, the Pier B Project would need to acquire ROW for all properties along 9th Street to facilitate its proposed improvements by 2024. Therefore, it is assumed that the existing system deficiencies identified at the Pier B Street/Pico Avenue at SR-710 Ramps would be eliminated prior to the Opening Year of the proposed Project under Alternatives 2 and 3 (Design Options A and B) and thus, significant traffic impacts at this intersection are no longer anticipated under the 2025 and 2035 Build Condition for the proposed Project under Alternatives 2 and 3 (Design Options A and B). Therefore, impacts are considered less than significant and no mitigation is required.

The Project is not anticipated to result in significant adverse effects to vehicle miles traveled (VMT) consistent with CEQA Guidelines Section 15064.3. Statewide application is not required until July 1, 2020, and adverse impacts are not anticipated.

Section 15064.3 was added to the Guidelines and describes the specific considerations for evaluating a project's transportation impacts. While public agencies may immediately apply Section 15064.3 of the updated Guidelines, statewide application is not required until July 1, 2020. In addition, uniform statewide guidance for Caltrans projects is still under development. As such, this threshold is not applicable until July 1, 2020. Project approval is anticipated prior to this date and no response is required.

The Project would not result in inadequate emergency access.

During construction of the proposed Project under Alternatives 2 and 3 (Design Options A and B), traffic would be temporarily delayed and travel times would increase due to construction staging and detours. As a result, there could be a temporary increase in emergency response times in the area of the Project limits, although access would be maintained. Emergency response times are expected to remain the same or improve after Project completion. Therefore, Project impacts are considered less than significant. A TMP is included as a project feature PF-3 and described in Section 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities of the Final EIR, requires preparation of a TMP that would minimize impacts during construction. Therefore, impacts are considered less than significant and no mitigation is required.

2.3.14 Tribal Cultural Resources

The Project would not cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible in the California Register of Historical Resources, local register, or determined significant under PRC Section 5024.1 by the City.

For the purposes of Assembly Bill 52 (AB) 52 consultation, the City sent letters to the 10 Native American groups or representatives on the Native American Heritage Commission (NAHC) recommended list via United States (U.S.) certified mail on April 11, 2016, December 20, 2016,

and May 4, 2017. Follow-up emails were sent on April 5, 2018, and April 23, 2018, and follow up phone calls were also attempted on April 23, 2018, and April 26, 2018.

As of January 2019, five responses from the Native American groups/representatives during the AB 52 and Section 106 consultation process requested formal consultation with the City and Caltrans, as well as the provision of a Native American monitor during Project construction. Copies of the Archaeological Survey Report (ASR) were sent out to the Native American groups/representatives in January 2019 and Native American consultation summary letters sent in June 2019.

Based on the archaeological sensitivity analysis results, the archaeological sensitivity throughout the majority of the Direct APE, with two areas considered to be very low. It is Caltrans' policy and practice is to have Native American monitoring in three circumstances: 1) during archaeological excavations; 2) during construction and construction-related activities adjacent to known Native American archaeological or cultural sites, or such sites identified as Environmentally Sensitive Areas (ESA); and 3) during construction or related activities in areas where there is a high probability that there may be a buried deposit based on the geomorphology of the area. The results of the archaeological sensitivity analysis indicate that the Direct APE has a low probability that a buried deposit would be encountered. Therefore, the Project does not meet the Caltrans thresholds for monitoring and no recommendations for further management and/or research in the study area were identified as a result of the study. However, it is Caltrans' policy to avoid cultural resources whenever possible. If cultural resources or human remains are exposed during Department activities, Department policy and state and federal law require that activity in that area is stopped until appropriate action can be taken to address the discovery, i.e. until a qualified archaeologist can evaluate the nature and significance of the find. In addition, Caltrans will consult with the Native American tribes/representatives in the event that human remains or other Tribal cultural resources are discovered during construction. Therefore, impacts are considered less than significant and no mitigation is required.

2.3.15 Mandatory Finding of Significance

The Project would not result in significant adverse effects to human beings, directly or indirectly.

The proposed Project under Alternatives 2 and 3 (Design Options A and B) would improve safety and structural and geometric design of the bridge and local connectors, which would improve the quality of the built environment. Typical of roadway projects, construction impacts related to aesthetics, noise, detours, and dust would occur; however, these impacts would be minimized through adherence to a TMP, included as a project feature PF-3 identified in Section 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities of the Final EIR, project features PF-60 through PF-74 for air quality and Minimization Measures AQ-1 through AQ-2 identified in Section 2.13, Air Quality of the Final EIR, and project features PF-74 through PF-79 related to noise and Avoidance Measure N-1 identified in Section 2.14, Noise in the Final EIR. Incorporation of these project features and avoidance and minimization measures mentioned above would avoid and minimize indirect impacts on the community during construction. Therefore, impacts are considered less than significant and no mitigation is required.

2.4 Findings on Impacts Determined to be Less than Significant with Mitigation Incorporated

This section describes the impacts as a result of the Project that, without mitigation, would result in significant impacts. With the implementation of the mitigation measures provided in the Final EIR, these impacts would be reduced to less than significant.

2.4.1 Biological Resources

2.4.1.1 The Project would not result in significant adverse effects to federally or state listed, endangered, special status or threatened species and habitat, or riparian or natural communities with mitigation incorporated.

The Project would not have a substantial adverse effects, either directly or through habitat modifications, to habitats or candidate, sensitive, or special status species, riparian habitat, or sensitive natural communities identified in local or regional plans, policies, regulations, or by California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS).

Essential Fish Habitat

The deepwater aquatic habitat in the Biological Study Area (BSA) has been designated by the National Oceanic and Atmospheric Administration (NOAA) Fisheries Service as Essential Fish Habitat (EFH) for the northern anchovy (*Engraulis mordax*). The Project is located within an area designated as EFH for Coastal Pelagic Species (CPS) and Pacific Coast Groundfish Species (PCGS), and within a Habitat Area of Potential Concern (HAPC) for PCGS in estuarine waters. Critical habitat is not designated for EFH species, but EFH is a protected habitat area. Estuarine habitat within the BSA is stressed by development and provides an important but degraded migratory route for fish, including species that once inhabited the LA River but are now extirpated from the area due to upstream habitat loss, such as southern steelhead trout (*Oncorhynchus mykiss*). The BSA, at this time, does not provide high quality habitat, however, preservation of the HAPC area within the BSA would be important to future restoration efforts in other areas of the LA River.

A permanent shade increase would occur under Alternative 3 (Design Option A). However, given that the bridge is oriented in a northeast southwest direction and well above the water's surface, the increase in shading impacts would still be considered minimal. Additionally, species utilizing the habitat are adapted to large ranges in salinity, temperature, and dissolved oxygen, as indicated by their ability to utilize a wide range of habitats from open-ocean to shallow estuaries.

California Sea Lion

The California sea lion has been observed in and adjacent to the Project BSA. However, the generally shallow depth and lack of suitable haul out sites in the BSA limit the suitability of habitat within the BSA for California sea lion. Construction activities in the LA River have the potential to result in direct impacts on California sea lions.

Findings

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

The Project under Alternative 3 (Design Option A) is expected to result in 0.47 acres of permanent loss of EFH that is suitable for northern anchovy foraging and nursery habitat, which is less than 0.001 percent of total estuarine habitat along the California Coast. Additionally, the Project under Alternative 3 (Design Option A) would result in up to 7.53 acres of temporary impacts on deep water aquatic habitat. It is expected that the Project under Alternative 3 (Design Option A) would result in a “may affect, but not likely to adversely affect” determination regarding EFH. Prior to construction, the City's Resident Engineer will ensure that Habitat Mitigation and Monitoring Plan (HMMP) will be developed in coordination with the U.S. Army Corps of Engineers (USACE), RWQCB, and CDFW and will ensure no net loss of estuarine habitat value or acreage, as specified in Mitigation Measure NC-4 in Section 2.16, Natural Communities of the Final EIR. The proposed Project under Alternative 3 (Design Option A) may also have indirect and temporary impacts on them through incidental harassment due to the temporary loss of potential foraging habitat during construction. With the inclusion of project features PF-80 through PF-84 identified in Section 2.16, Natural Communities of the Final EIR, in addition to the implementation of Minimization Measure NC-1, Avoidance Measures NC-2, NC-3, NC-5, as well as Mitigation Measure NC-4, potential direct and indirect temporary impacts on California sea lions would be less than significant with mitigation incorporated.

Mitigation Measures

The following mitigation measure was included within the Draft and Final EIR, and are applicable to the Project.

NC-4 Prior to construction, the City of Long Beach's Resident Engineer (City) will ensure that a Habitat Mitigation and Monitoring Plan (HMMP) will be developed in coordination with the U.S. Army Corps of Engineers (USACE), the Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Wildlife (CDFW) and will ensure no net loss of estuarine habitat value or acreage. The HMMP will comply with all terms and conditions set forth in the permits and opinions issued by the resource agencies and will typically include the following provisions:

- Permanent impacts on the Los Angeles River (LA River) will be mitigated on or off site at a minimum 2:1 ratio. Temporary direct impacts on the LA River will be replaced at a minimum 1:1 ratio with in-kind habitat restored in place within the biological study area (BSA). If off-site restoration is conducted, it will be undertaken within the LA River watershed, if feasible.
- Further criteria specified in the HMMP will include an establishment period for the replacement habitat, if applicable; regular trash removal; and regular maintenance and monitoring activities to ensure the success of the mitigation plan. After construction, annual summary reports of biological monitoring will

be provided to USACE, RWQCB, and CDFW that document the monitoring effort. The duration of the monitoring and reporting will be established by resource agency permit conditions.

2.4.1.2 The Project would not result in significant adverse effects to federally or state protected wetlands with mitigation incorporated.

The LA River connects directly to the Pacific Ocean approximately 1 mile south of the BSA. The part of the LA River in the BSA has a tidal influence from the Pacific Ocean. Since the LA River is a Traditional Navigable Water (TNW), USACE would assert jurisdiction under Section 404 of the Clean Water Act (CWA). In addition, because the part of the LA River in the Shoemaker BSA has tidal influence, it is also subject to jurisdiction by USACE under Section 10 of the Rivers and Harbors Act of 1899. A small amount of wetland habitat occurs within the BSA at Anaheim Street Bridge. Sediment that has accumulated on the toe of the riprap banks supports two small patches of California bulrush (*Schoenoplectus californicus*), a plant species identified as almost always occurring in wetlands. No other areas supporting hydrophytic vegetation occur in the BSA.

The BSA includes a total of 10.29 acres of waters subject to USACE jurisdiction, pursuant to Section 404 of the CWA, 0.01 acre of wetland waters associated with the Freshwater Emergent Marsh habitat on the south side of the Anaheim Street Bridge, and 9.94 acres of earthen-bottom tidally influenced waters subject to Corps jurisdiction pursuant to Section 10 of the Rivers and Harbors Act.

Findings

Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

The proposed Project under Alternative 3 (Design Option A) would result in direct temporary impacts on deepwater aquatic habitat through the construction of the new Shoemaker Bridge and demolition of the existing bridge. The existing Shoemaker Bridge would be wholly removed in Alternative 3. Five support structures would be removed below the invert of the channel in Alternative 3. Alternative 3 (Design Option A) would result in up to 7.53 acres of temporary impacts on deep water aquatic habitat.

In addition to direct temporary impacts, the proposed Project under Alternative 3 (Design Option A) would result in temporary indirect impacts from construction-related impacts, such as the temporary reduction in benthic invertebrate fauna (i.e., food sources), an increased level of suspended solids from disruption of the soft bottom, debris, potential fuel spills from construction equipment, and activities of equipment or personnel outside designated construction areas, as well as operation impacts including those on adjacent habitats caused by construction noise and vibration, storm water runoff, traffic, and litter.

Construction may indirectly impact deepwater aquatic habitat permanently through enhancing the germination and proliferation of nonnative invasive plant species. Indirect impacts are difficult to quantify because they are a result of normal activities and can vary day to day. Project features PF-6 through PF-50 found in Section 2.9, Water Quality and Storm Water Runoff of the Final EIR,

require preparation and implementation of a SWPPP and implementation of BMPs during construction to prevent resuspension of contaminated sediment in the LA River. In addition, project features PF-80 through PF-84 in Section 2.16, Natural Communities of the Final EIR, and Mitigation Measure NC-4 would prevent impacts on sensitive natural communities within the Project limits.

Under Alternative 3 (Design Option A), direct permanent impacts would result from the installation of structures to support the new Shoemaker Bridge (i.e., columns). Alternative 3 would result in a permanent net loss of 0.45 acre of waters of the U.S. under Design Option A. Five support structures would be removed below the invert of the LA River Flood Channel under Alternative 3 (Design Option A).

With the inclusion of project features PF-6 through PF-50 identified in Sections 2.9, Water Quality and Stormwater Runoff and Section 2.16, Natural Communities of the Final EIR, and the implementation of Minimization Measure NC-1, Avoidance Measures NC-2, NC-3, NC-5, and Mitigation Measure NC-4 identified in Section 2.16, Natural Communities of the Final EIR, impacts on state and federal jurisdictional waters would be less than significant mitigation incorporated.

Mitigation Measures

Mitigation measure NC-4 as identified above in Section 2.4.1.1 was included within the Draft and Final EIR, and is applicable to the Project.

2.4.1.3 The Project would not result in significant adverse effects to the movement of migratory fish or wildlife species with mitigation incorporated.

The area within the Project limits does not function as a wildlife movement corridor or native wildlife nursery site. The proposed Project under Alternative 3 (Design Options A) would temporarily impact EFH; and therefore, the Project during construction may interfere with the movement of migratory fish, such as the as southern steelhead trout (*Oncorhynchus mykiss*) within the LA River.

Findings

Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

Impacts to migratory fish would be temporary during construction. Throughout construction, project features PF-80 through PF-84 identified in Sections 2.16, Natural Communities of the Final EIR, and project feature PF-87 in Section 2.20, Threatened and Endangered Species of the Final EIR would be incorporated. In addition, Minimization Measure NC-1, Avoidance Measures NC-2, NC-3, NC-5, and Mitigation Measure NC-4, would be implemented. Further these project features and avoidance and minimizations measures mentioned above would minimize short-term impacts and potentially significant effects on migratory fish associated with construction. With the implementation of the avoidance, minimization and mitigation measures and project features

listed above, impacts identified to be a potentially significant effect would be reduced to less than significant with mitigation incorporated.

Mitigation Measures

Mitigation Measure NC-4 as identified above in Section 2.4.1.1 was included within the Draft and Final EIR, and is applicable to the Project.

2.4.2 Geology and Soils

2.4.2.1 The Project would not result in significant adverse effects to paleontological resource or geologic feature with mitigation incorporated.

The area within the Project limits is underlain by multiple geologic units, including the old parallic deposits which have a high potential for paleontological resources. Under Alternative 3 (Design Options A), ground disturbance would be required up to a depth of 23 feet within the high potential geologic units. Temporary impacts may occur during construction and ground disturbing activities. Permanent impacts may occur if paleontological resources are uncovered during excavation activities and destroyed, if geologic units are destroyed that may contain resources, or the loss of contextual data or associations between paleontological resources.

Findings

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

Mitigation Measures PAL-1 through PAL-5, as identified within Section 2.11 Paleontology of the Final EIR, will be incorporated and would require the preparation and implementation of a Paleontological Mitigation Plan (PMP). The PMP would be reviewed and signed by a qualified paleontologist to minimize impacts to paleontological resources.

Mitigation Measures

The following mitigation measures were included within the Draft and Final EIR, and are applicable to the Project.

- PAL-1** Prior to completion of the final design, the City of Long Beach's (City) Resident Engineer, the California Department of Transportation (Caltrans), and a qualified Principal Paleontologist shall prepare a paleontological mitigation plan (PMP) that includes the following measures:
- A preconstruction field survey shall be conducted in areas identified as having high paleontological sensitivity after vegetation and paving have been removed, followed by salvage of any observed surface paleontological resources prior to the beginning of additional grading.

- A qualified paleontologist shall attend the pregrade meeting. At this meeting, the paleontologist will explain the likelihood for encountering paleontological resources, what resources may be discovered, and the methods of recovery that will be employed.
- During construction excavation, a qualified vertebrate paleontological monitor shall initially be present on a full-time basis whenever excavation will occur within the sediments that have a high paleontological sensitivity rating and on a spot-check basis for excavation in sediments that have low sensitivity rating. Monitoring may be reduced to a part-time basis if no resources are being discovered in sediments with a high sensitivity rating (monitoring reductions, when they occur, will be determined by the qualified Principal Paleontologist). With the City's Resident Engineer's approval, the monitor shall temporarily divert construction equipment away from the immediate area of the discovery. The monitor shall be equipped to rapidly stabilize and remove fossils to avoid prolonged delays to construction schedules. If large mammal fossils or large concentrations of fossils are encountered, the City shall consider using heavy equipment on site to assist in the removal and collection of large materials.
- Localized concentrations of small (or micro-) vertebrates may be found in all native sediments. Therefore, these sediments occasionally spot screened on site through 1/8- to 1/20-inch mesh screens determines whether microfossils are present during monitoring. If microfossils are encountered, sediment samples (up to 3 cubic yards, or 6,000 pounds) shall be collected and processed through one-twentieth-inch mesh screens to recover additional fossils.
- Recovered specimens shall be prepared to the point of identification and permanent preservation. This includes the sorting of any washed mass samples to recover small invertebrate and vertebrate fossils, the removal of surplus sediment from around larger specimens to reduce the volume of storage for the repository and storage cost, and the addition of approved chemical hardeners/stabilizers to fragile specimens.
- Specimens shall be identified to the lowest taxonomic level possible and curated into an institutional repository with retrievable storage. The repository institution usually charge a one-time fee based on volume; removing surplus sediment is important. The repository institution may be a local museum or university with a curator who can retrieve the specimens on request. Caltrans requires that a draft curation agreement be in place with an approved curation facility prior to the initiation of any paleontological monitoring or mitigation activities.

PAL-2 Prior to construction, the City of Long Beach's (City) Resident Engineer will obtain a signed agreement with a repository that meets the California Department of Transportation's (Caltrans) requirements.

- PAL-3** Prior to construction, the City of Long Beach's (City) Resident Engineer will ensure a qualified paleontologist conduct paleontological awareness training for all ground disturbance personnel. This will include paleontological background; regulations and requirements protecting fossils, monitoring procedures, communication protocols; and a method for documenting training.
- PAL-4** During construction, the City of Long Beach's (City) Resident Engineer will ensure that a qualified paleontologist conducts paleontological monitoring in areas of old paralitic deposits and where any ground disturbance may extend below surficial Holocene-age deposits.
- PAL-5** Upon completion of construction activities, the City of Long Beach's (City) Resident Engineer shall submit a paleontological mitigation report (PMR) to the California Department of Transportation (Caltrans), documenting completion of the Project's paleontological mitigation plan (PMP). The PMR shall discuss findings and analysis as a result of the Project's PMP implementation and shall be consistent with guidance contained in the Caltrans' Standard Environmental Reference (SER), Chapter 8. The PMR shall also be included in the Shoemaker Bridge Replacement Project (Project) environmental file and also submitted to the designated curation facility.

2.4.3 Mandatory Findings of Significance

- 2.4.3.1 The Project would not degrade or restrict the range of biological species and/or important habitat or eliminate important examples of the major periods of CA history with mitigation incorporated.**

Biological Impacts

Species

The proposed Project may result in temporary impacts to special status birds, special-status bats, and the California sea lion. The California sea lion as discussed above is expected to move out of the area, as well as the other species that may be present within the Project limits prior to the start of construction. A series of avoidance and minimization measures are required to be implemented consistent with regulatory requirements to avoid or minimize impacts on special-status birds, the California sea lion, and special-status bats (project features PF-80 through PF-84 and Minimization Measure NC-1 and Avoidance Measure NC-2 in Section 2.16, Natural Communities of the Final EIR). Project feature PF-87 and Minimization Measures TE-1 through TE-4 and TE-6 as well as Avoidance Measures TE-5, TE-7, and TE-8 included in Section 2.20, Threatened and Endangered Species of the Final EIR, is required to reduce the potential for special-status birds to be killed by bridge traffic. With inclusion of these project features and implementation of these series of avoidance and minimization measures, impacts on special-status animal species would be less than significant.

Habitat

The proposed Project under Alternative 3 (Design Option A) would impact deepwater aquatic habitat within the LA River during construction, which would temporarily impact habitat for special-status birds and the California sea lion. In addition, demolition of the bridge and connectors has the potential to impact special-status bats. This area is also designated as EFH. A permanent shade increase of 0.5 acre would occur under Alternative 3 (Design Option A).

Consultation with the NOAA Fisheries Service regarding impacts on EFH would be required since the Project under Alternative 3 (Design Option A) is anticipated to result in a “may affect, but not likely to adversely affect” determination regarding EFH, which is specified in a project feature PF-87 included in Section 2.20, Threatened and Endangered Species of the Final EIR.

The proposed Project under Alternative 3 (Design Option A) may require compensatory mitigation for loss of deepwater aquatic habitat in the form of preparation of a HMMP developed in coordination with USACE, RWQCB, and CDFW to ensure no net loss of estuarine habitat value or acreage (Avoidance Measure NC-2, from Section 2.16, Natural Communities of the Final EIR). With implementation of Minimization Measure NC-1 and Avoidance Measure NC-2, impacts on riparian habitat and wetlands and other waters would be less than significant.

The proposed Project under Alternative 3 (Design Option A) may require compensatory mitigation for loss of deepwater aquatic habitat in the form of preparation of a HMMP developed in coordination with USACE, RWQCB, and CDFW to ensure no net loss of estuarine habitat value or acreage (Avoidance Measure NC-2, from Section 2.16, Natural Communities of the Final EIR). Project features PF-80 through PF-84 identified in Section 2.16, Natural Communities of the Final EIR, as well as Minimization Measure NC-1, Avoidance Measures NC-2, NC-3, NC-5, and Mitigation Measure NC-4, potential direct and indirect temporary impacts on California sea lions would be less than significant with mitigation incorporated.

Paleontological Impacts

As previously stated, the proposed Project limits are located within a geologic unit with high potential for paleontological resources. During construction ground disturbance is anticipated within this geologic unit up to 23 feet below ground surface (bgs). Temporary impacts to paleontological resources may occur throughout construction; however, permanent impacts may also occur if paleontological resources are uncovered during construction activities and destroyed.

Findings

Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts

Mitigation Measures PAL-1 through PAL-5 as identified within Section 2.11 Paleontology of the Final EIR will be incorporated and require the preparation and implementation of a PMP. The PMP would be reviewed and signed by a qualified paleontologist to minimize potential permanent and temporary impacts to paleontological resources.

Mitigation Measures

Mitigation Measures NC-4 and PAL-1 through PAL-5 as identified above in Section 2.4.1.1 and 2.4.2.1, respectively, was included within the Draft and Final EIR, and is applicable to the Project.

2.5 Significant and Unavoidable Impacts

Based on the analysis, above, there are no environmental topics that were determined to have a significant and unavoidable impact as a result of the Project.

3 Conclusion

The City has identified and analyzed all potentially significant impacts of the proposed Project and has concluded that there are no significant impacts to the environment as a result of the proposed Project with the avoidance, minimization, and mitigation measures, identified above, implemented.

The City, having reviewed and considered the information contained in the EIR, including but not limited to the expert opinions of the City's professional planning staff and independent consultants familiar with the environmental conditions of the City and the facts and circumstances of the project who prepared the EIR, finds pursuant to Public Resources Code §21081(a)(1) and Guidelines §15091(a)(1) that changes or alterations have been required in, or incorporated into, the Project which would mitigate, avoid, or substantially lessen to below a level of significance the following potential significant environmental effects identified in the EIR.

April 21, 2020

Attachment A
Environmental Impact Report/Environmental Assessment

**A SCANNED IMAGE OF THE AGENDA ITEM
ATTACHMENTS ARE AVAILABLE IN LEGISTAR INSITE 2.0 AT
<http://longbeach.legistar.com/Calendar.aspx>**

OR

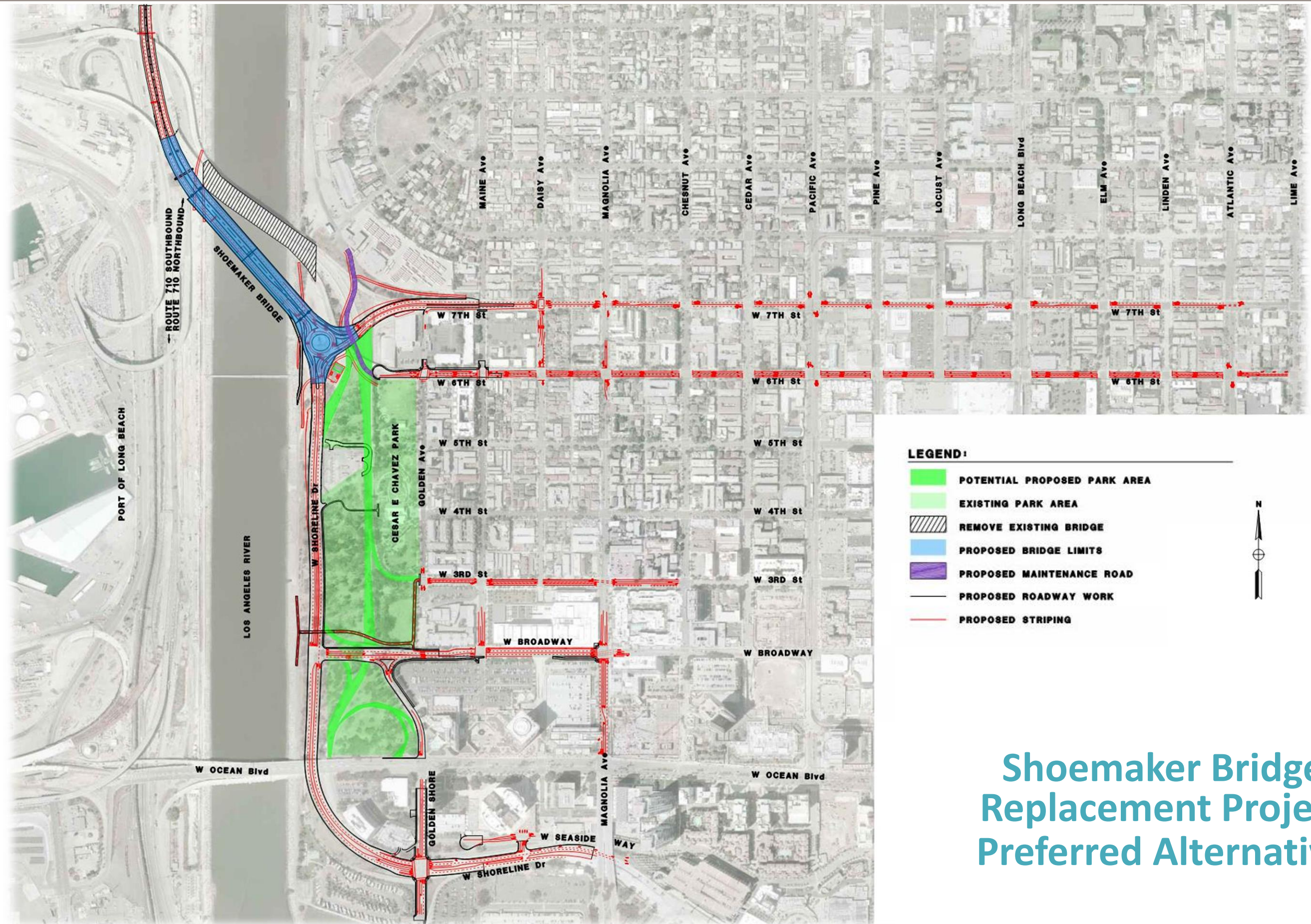
PLEASE CONTACT

THE LONG BEACH CITY CLERK DEPARTMENT AT

**(562) 570-6101
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cityclerk@longbeach.gov**







Shoemaker Bridge Replacement Project Preferred Alternative