3.12 TRANSPORTATION AND TRAFFIC

As a result of the Initial Study (Appendix A), the City of Long Beach (City) determined that the proposed Kroc Community Center (proposed project) had the potential to result in impacts to transportation and traffic during construction. Therefore, this issue has been carried forward for detailed analysis in this Environmental Impact Report (EIR). This analysis was undertaken to identify opportunities to avoid, reduce, or otherwise mitigate potential significant impacts to transportation and traffic and to identify potential alternatives.

The analysis of transportation and traffic includes a description of the regulatory framework that guides the decision-making process, existing conditions of the proposed project area, thresholds for determining if the proposed project would result in significant impacts, anticipated impacts (direct, indirect, and cumulative), mitigation measures, and level of significance after mitigation. The potential for impacts to transportation and traffic has been analyzed in accordance with Section 15063 of the State of California Environmental Quality Act Guidelines (State CEQA Guidelines). Transportation and traffic at the proposed project site were evaluated with regard to the Transportation element of the City General Plan,[1] Congestion Management Plan for the County of Los Angeles (County),[2] Traffic Impact Analysis Report Guidelines,[3] and a Traffic Impact Analysis (Appendix F)[4] that was prepared for the proposed project.

3.12.1 Regulatory Framework

State

California Water Code

The proposed project is subject to the State of California Water Code, Division 12, Part 5, Chapter 1, Article 4, Section 31060 titled "Construction of Rights of Way."[5] Any mitigation measure required to be implemented in a state right-of-way would require a California Department of Transportation (Caltrans) Encroachment Permit. Mitigation in excess of $300,000 would require a Caltrans Project Study Report. Caltrans recommends that large-sized trucks transporting construction materials and equipment be limited to off-peak commute periods and any heavy construction equipment that requires the use of oversize transport vehicles on state roadways or facilities would require a Caltrans transportation permit. The construction scenario defined for the proposed project would not require the transport of oversize vehicles on state facilities.

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[1] City of Long Beach, Department of Planning and Building. December 1991. *City of Long Beach General Plan, Transportation Element*. Long Beach, CA.

[2] County of Los Angeles Metropolitan Transportation Authority. 2004. *2004 Congestion Management Program for Los Angeles County*. Los Angeles, CA.

[3] County of Los Angeles Department of Public Works. 1 January 1997. *Traffic Impact Analysis Report Guidelines*. Alhambra, CA.

[4] Linscott, Law, & Greenspan Engineers. 30 January 2009. *Kroc Community Center Traffic Impact Analysis*. Costa Mesa, CA.

[5] West's Annotated California Codes. 1984. *Water Code Sections 30000 to 38999*. Official California Water Code Classification, Volume 69. St. Paul, MN: West Publishing Company.

Regional

Southern California Association of Governments Regional Transportation Plan

The proposed project lies within the jurisdiction of the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).[6] The RTP is a long range plan that provides a blueprint for future transportation improvements and investments based on specific transportation goals, objectives, policies, and strategies. The RTP is based on federal transportation law requiring comprehensive, cooperative, and continuous transportation planning. SCAG meets these requirements by developing comprehensive transportation plans that include all surface transportation modes (multimodal planning) to ensure efficient movement of people and goods through the region. The RTP includes an assessment of overall growth and economic trends in the region and provides strategic direction for transportation capital investment. The RTP serves four functions:

- Addresses how to improve mobility and solve congestion problems
- Evaluates federal, state, and local funding available for transportation improvements
- Estimates costs of projects and develops funding strategies to meet these costs
- Achieves air quality requirements

Local

Metropolitan Transportation Authority Congestion Management Plan

The Congestion Management Program (CMP) for the County is a state-mandated program that was enacted by state legislature with the passage of Proposition 111 in 1990.[7] The program is intended to address the impact of local growth on the regional transportation system.

The CMP sets forth goals, policies, potential solutions, and implementation measures to achieve improvements in mobility, accessibility, reliability, safety, cost effectiveness, sustainability, and preservation, as well as the environment and environmental justice. The hallmark of the CMP program is that it is intended to address the impact of local growth on the regional transportation system.

City of Long Beach General Plan, Transportation Element

As guided by the Strategic Plan, the major theme for the 1989 Land Use element is managing growth and preserving quality of life. Since the Land Use element is specifically directed toward prescribing the proper long-range use and development of land in the City, this document provides the driving force for formulating the goals for the Transportation element. The goals and policies that relate to transportation planning are as follows:

- To improve overall traffic carrying capacity and travel safety, and to reduce traffic conflicts as much as possible;
- To permit sufficient employment and residential densities along transit routes to encourage transit ridership;
- To reduce the total number of strip commercial segments to minimize traffic conflict;
- To increase the amount and quality of moderate and higher density housing along selected corridors;

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[6] Southern California Association of Governments. April 2004. *2004 Regional Transportation Plan (RTP): Destination 2030*. Los Angeles CA. Available at: http://scag.ca.gov/rtp2004/2004/FinalPlan.htm

[7] California Department of Transportation. 13 November 2007. *California Scenic Highway System: A List of Eligible (E) and Officially Designated (OD) Routes (by Route)*. Available at: http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm

- To improve the appearance of the corridors in general, recognizing that these streets provide the most travelers through the city with their initial, and perhaps lasting, impression of Long Beach.

The 10 areas of concern related to transportation and traffic include:

- Efficient use of resources
- Equitable distribution of costs and benefits
- Environmental consideration
- Quality of life / neighborhood preservation
- Business/economic development
- Community image
- Personal mobility
- Regional integration
- Transit systems (regional and local)
- Regional mobility

The objectives for the future transportation system:

- Maintain traffic and transportation service levels at level of service (LOS) D or at the 1987 LOS where LOS was worse than D.
- Accommodate reasonable, balanced growth.
- Maintain or enhance the quality of life.

3.12.2 Existing Conditions

The proposed project site consists of approximately 19 acres that is bounded by East 20th Street, a small flood control area, and the City of Signal Hill to the north of the proposed project site. A residential area with a substandard alley is located to the east. Commercial development borders the proposed site to the south and faces East Pacific Coast Highway, and the Long Beach City College–Pacific Coast Campus is located directly west of the proposed project site across Walnut Avenue. Regional access to the project site is provide by East Pacific Coast Highway, which is located immediately south of the proposed project. Other key roadways in the local area network include Hill Street, 20th Street, Alamitos Avenue, 21st Street, Martin Luther King Jr. Avenue, Orange Avenue, Walnut Avenue, Cherry Avenue, Temple Avenue, and Redondo Avenue. The existing lane configurations were documented as part of the Traffic Impact Analysis (Appendix F). Coordination was undertaken with City staff to define study intersections impacted by the proposed project.

Regional Roadway System

East Pacific Coast Highway is the main artery to and from the proposed project site and is classified as a regional route by the Transportation element of the City General Plan.[8] East Pacific Coast Highway is a six-lane, divided roadway providing three travel lanes in each direction with an east-west alignment bordering the project site to the south (Figure 2.1-3). On-street parking is permitted along the majority of this roadway. The posted speed limit on East Pacific Coast Highway is 35 miles per hour (mph). Traffic signals exist at the study intersections of East Pacific Coast Highway at Martin Luther King Jr. Avenue, East Pacific Coast Highway at Alamitos Avenue / Orange Avenue, East Pacific Coast Highway at Walnut Avenue, East Pacific Coast Highway at Cherry Avenue, East Pacific Coast Highway at Temple Avenue, and East Pacific Coast Highway at Redondo Avenue.

[8] City of Long Beach, Department of Planning and Building. December 1991. *City of Long Beach General Plan, Transportation Element.* Long Beach, CA.

Some portions of Pacific Coast Highway are eligible for State Scenic Highway designation. The closest section of Pacific Coast Highway eligible for State Scenic Highway designation begins at the intersection of Lincoln Boulevard and Venice Boulevard and runs northwest. This section is located approximately 30.26 miles from the proposed project site.[9]

Street System

The street to the west of the proposed project site is Walnut Avenue, the City of Signal Hill is to the north, a 12'0" alley between Rose Avenue and Gardenia Avenue lies to the east, and East Pacific Coast Highway to the south. The major streets surrounding the proposed project site are described below (Figure 2.1-3). Long Beach City College–Pacific Coast Campus students access the college's parking lot from Walnut Avenue.

Hill Street is an east-west arterial located north of the proposed project site. It is a two-lane, undivided roadway that provides one travel lane in each direction. Curbside parking is generally permitted on Hill Street. The posted speed limit on Hill Street is 30 mph.

20th Street is an east-west arterial located north of the proposed project site. It is a two-lane, undivided roadway that provides one travel lane in each direction. Curbside parking is generally permitted on 20th Street. The posted speed limit on 20th Street is 25 mph.

Alamitos Avenue / 21st Street is an east-west arterial located north of the proposed project site. It is a two-lane, undivided roadway that provides one travel lane in each direction. Curbside parking is generally permitted on Alamitos Avenue / 21st Street. The posted speed limit is 30 mph on Alamitos Avenue and 25 mph on 21st Street.

Martin Luther King Jr. Avenue is a north-south arterial that is located west of the proposed project site. It is a two-lane, undivided roadway that provides one travel lane in each direction. Curbside parking is generally permitted on Martin Luther King Jr. Avenue. The posted speed limit on Martin Luther King Jr. Avenue is 30 mph.

Alamitos Avenue / Orange Avenue is a north-south arterial that is located west of the proposed project site. It is a two-lane, undivided roadway that provides one travel lane in each direction. Stop signs are posted on Orange Avenue at 20th Street. Curbside parking is generally permitted on Alamitos Avenue / Orange Avenue. The posted speed limit on Alamitos Avenue / Orange Avenue is 25 mph.

Walnut Avenue is a north-south arterial that borders the proposed project site to the west. It is a two-lane, undivided roadway that provides one travel lane in each direction. Stop signs are posted on Walnut Avenue at Hill Street and on Walnut Avenue at 20th Street / Alamitos Avenue. Curbside parking is generally permitted on Walnut Avenue. The posted speed limit on Walnut Avenue is 25 mph.

Cherry Avenue is a north-south arterial that is located east of the proposed project site. It is a four-lane, divided roadway that provides two travel lanes in each direction north of Alamitos Avenue and a two-lane, divided roadway providing one travel lane in each direction south of Alamitos Avenue. Curbside parking is generally not permitted on Cherry Avenue north of Alamitos Avenue; however, curbside

[9] California Department of Transportation. 13 November 2007. *California Scenic Highway System: A List of Eligible (E) and Officially Designated (OD) Routes (by Route).* Available at: http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm

parking by permit only is allowed south of Alamitos Avenue. The posted speed limit on Cherry Avenue is 40 mph.

Temple Avenue is a north-south arterial that is located east of the proposed project site. It is a two-lane, divided roadway that provides one travel lane in each direction. Curbside parking is generally permitted on Temple Avenue.

Redondo Avenue is a north-south arterial that is located east of the proposed project site. It is a four-lane, divided roadway that provides two travel lanes in each direction. Curbside parking is generally permitted on Redondo Avenue. The posted speed limit on Redondo Avenue is 40 mph.

Existing Traffic Volumes

Twelve key intersections were identified and selected for evaluation as locations to assess existing and future traffic operating conditions. Some portion of potential project-related traffic would pass through each of these intersections, and their analysis would reveal the expected relative impacts of the proposed project. The 12 key intersections were selected for evaluation based on discussions with the City and in consideration of the criteria in the current County CMP traffic impact guidelines. The 12 key intersections are listed below:

1. Orange Avenue at Hill Street (Long Beach / Signal Hill)
2. Walnut Avenue at Hill Street (Signal Hill)
3. Cherry Avenue at Hill Street (Signal Hill)
4. Walnut Avenue at East 20th / Alamitos Avenue (Long Beach / Signal Hill)
5. Cherry Avenue at 21st Street (Signal Hill)
6. Martin Luther King, Jr. Avenue at Pacific Coast Highway (Long Beach)
7. Orange Avenue / Alamitos Avenue at Pacific Coast Highway (Long Beach)
8. Walnut Avenue at Pacific Coast Highway (Long Beach)
9. Rose Avenue at Pacific Coast Highway (Long Beach)
10. Cherry Avenue at Pacific Coast Highway (Long Beach)
11. Temple Avenue at Pacific Coast Highway (Long Beach / Signal Hill)
12. Redondo Avenue at Pacific Coast Highway (Long Beach / Signal Hill)

The existing a.m. and p.m. weekday peak-hour traffic counts were conducted in January 2008, while the Saturday midday peak hour traffic counts were collected in August 2008 (Appendix F). The existing a.m. and p.m. weekday and Saturday midday peak-hour traffic volumes at key study intersections are described in the Traffic Impact Analysis (Appendix F).

Existing Intersection Levels of Service

LOS is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. The City and the City of Signal Hill consider LOS D to be the minimum acceptable condition that should be maintained during the peak commute hours for roads and highways in the vicinity of the proposed project site.

In conformance with the City requirements, existing a.m. / p.m., and Saturday midday peak-hour operating conditions for the nine key signalized intersections were evaluated using the Intersection Capacity Utilization (ICU) method (Table 3.12.2-1, *Level of Service Definitions for Signaled Intersections*), while the methodology outlined in the Highway Capacity Manual (HCM)[10] 2000 for unsignalized intersections was used in the analysis of the three unsignalized study intersections (Table 3.12.2-2, *Level of Service Criteria for Unsignalized Intersections*). The signalized intersections along East Pacific Coast Highway are under the jurisdiction of Caltrans, and Caltrans requirements were also analyzed using the HCM signalized methodology (see Table 3.12.2-1 for criteria).[11]

TABLE 3.12.2-1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Control Delay Per Vehicle (seconds/vehicle)	Definition
A	0.000-0.600	$\leq$ 10.0	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600-0.700	> 10.0 and $\leq$ 20.0	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>0.700-0.800	> 20.0 and $\leq$ 35.0	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800-0.900	> 35.0 and $\leq$ 55.0	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900-1.000	> 55.0 and $\leq$ 80.0	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	$\geq$ 80.0	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

SOURCE: Transportation Research Board. 1980. *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*. Washington, D.C. *and Highway Capacity Manual 2000,* Chapter 16 (Signalized Intersections).

[10] Transportation Research Board. 2000. *Highway Capacity Manual*. Washington, D.C.

[11] Linscott, Law, & Greenspan Engineers. 30 January 2009. *Kroc Community Center Traffic Impact Analysis*. Costa Mesa, CA.

TABLE 3.12.2-2
LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Average Total Delay (Seconds/Vehicle)
A	$\leq$ 10.0
B	> 10.0 and $\leq$ 15.0
C	> 15.0 and $\leq$ 25.0
D	> 25.0 and $\leq$ 35.0
E	> 35.0 and $\leq$ 50.0
F	> 50.0

SOURCE: Transportation Research Board. 2000. *Highway Capacity Manual, Special Report 209*. Washington, D.C.

Based on the results of the intersection analysis and the City's LOS criteria, three of the key study intersections currently operate at an unacceptable LOS during the weekday AM peak hour, weekday PM peak hour, and/or Saturday peak hour. The intersections operating at an adverse level of service are Rose Avenue at East Pacific Coast Highway and Redondo Avenue at East Pacific Coast Highway during weekday AM and PM peak hours and Cherry Avenue at East Pacific Coast Highway during Saturday peak hour. The remaining key study intersections currently operate at acceptable LOS D or better during the weekday AM peak hour, weekday PM peak hour and Saturday peak hour (Table 3.12.2-3, *Existing Levels of Service (LOS) at Key Intersections*).[12] The remaining nine key study intersections currently operate at LOS D or better during the commuter peak hours.

[12] Linscott, Law, & Greenspan Engineers. 30 January 2009. *Kroc Community Center Traffic Impact Analysis.* Costa Mesa, CA.

TABLE 3.12.2-3
EXISTING LEVELS OF SERVICE (LOS) AT KEY INTERSECTIONS

Key Intersections	Time Period	Control Type	ICU	LOS	HCM Delay Value	LOS
Orange Avenue at Hill Street	AM	2-way Traffic Signal	0.552	A	—	—
	PM		0.684	B	—	—
	Saturday		0.448	A	—	—
Walnut Avenue at Hill Street	AM	All-way Stop	—	—	9.6 s/v	A
	PM		—	—	11.6 s/v	B
	Saturday		—	—	8.6 s/v	A
Cherry Avenue at Hill Street	AM	5-way Traffic Signal	0.506	A	—	—
	PM		0.613	B	—	—
	Saturday		0.576	A	—	—
Walnut Avenue at East 20th Street / Alamitos Avenue	AM	All-way Stop	—	—	10.5 s/v	B
	PM		—	—	10.0 s/v	B
	Saturday		—	—	8.2 s/v	A
Cherry Avenue at 21st Street	AM	5-way Traffic Signal	0.472	A	—	—
	PM		0.488	A	—	—
	Saturday		0.535	A	—	—
Martin Luther King, Jr. Avenue at East Pacific Coast Highway	AM	2-way Traffic Signal	0.611	B	12.0 s/v	B
	PM		0.652	B	12.4 s/v	B
	Saturday		0.484	A	12.1 s/v	B
Orange Avenue / Alamitos Avenue at East Pacific Coast Highway	AM	5-way Traffic Signal	0.863	D	26.1 s/v	C
	PM		0.869	D	24.6 s/v	C
	Saturday		0.626	B	21.1 s/v	C
Walnut Avenue at East Pacific Coast Highway	AM	2-way Traffic Signal	0.783	C	14.7 s/v	B
	PM		0.749	C	13.6 s/v	B
	Saturday		0.441	A	10.7 s/v	B
Rose Avenue at East Pacific Coast Highway	AM	2-way Stop	—	—	**241.1 s/v**	**F**
	PM		—	—	**96.6 s/v**	**F**
	Saturday		—	—	18.2 s/v	C
Cherry Avenue at East Pacific Coast Highway	AM	5-way Traffic Signal	0.827	D	22.6 s/v	C
	PM		0.866	D	25.1 s/v	C
	Saturday		**0.922**	**E**	28.6 s/v	C
Temple Avenue at East Pacific Coast Highway	AM	2-way Traffic Signal	0.542	A	10.6 s/v	B
	PM		0.712	C	12.1 s/v	B
	Saturday		0.492	A	11.6 s/v	B
Redondo Avenue at East Pacific Coast Highway	AM	5-way Traffic Signal	**0.933**	**E**	24.8 s/v	C
	PM		**0.984**	**E**	23.4 s/v	C
	Saturday		0.882	D	25.4 s/v	C

KEY: Bold ICU/LOS and HCM/LOS values indicate adverse service levels based on City LOS standards.

The LOS for traffic describes the operational conditions for the flow of traffic. The LOS system uses the letters A through F to describe traffic flow conditions, with A representing ideal operating conditions and F representing the worst traffic conditions. According to the Transportation element of the City's General Plan, the LOS for East Pacific Coast Highway is D.[13]

[13] City of Long Beach, Department of Planning and Building. December 1991. *City of Long Beach General Plan, Transportation Element.* Long Beach, CA.

There are currently approximately 13 proposed major related projects that would occur in the City and in the vicinity of the proposed project. Construction and operation of the proposed project would result in an increase in the number of vehicles using the access roads near the proposed project site.

Air Traffic

The nearest public airport is Long Beach Municipal Airport located at 4100 Donald Douglas Drive, Long Beach, California, 90808, and is approximately 2 miles northeast of the proposed project site (Figure 3.6.2-1). Similarly, the nearest private airport is the Compton/Woodley Airport, located approximately 12 miles to the northwest of the proposed project site. The proposed project site has been determined to be located outside of the limits of the Long Beach Airport Land Use Plan based on coordination undertaken with the Federal Aviation Administration (Figure 3.6.2-1).

Roadway Design Configurations

There are no hazardous turns at any of the proposed project site's surrounding intersections. There is currently heavy semi-truck, automobile, and bus traffic on East Pacific Coast Highway. Traffic signals are currently located at the intersections of Walnut Street at East Pacific Coast Highway and Cherry Avenue at East Pacific Coast Highway. The intersection of Rose Avenue at East Pacific Coast Highway and Gaviota Avenue at East Pacific Coast Highway are controlled by two-way stops. The nearest Long Beach Transit (LBT) bus stops are located on the East Pacific Coast Highway at Walnut Avenue and at Rose Avenue, just south of the southern boundary of the proposed project site (Figure 3.12.2-1, *Transit Stops and Bike Lanes Near the Proposed Project*). Other LBT bus stops along East Pacific Coast Highway are located at Cherry Avenue, three blocks to the east of the proposed project site; on Long Beach Boulevard, 14 blocks to the west of the proposed project site; Atlantic Avenue, 12 blocks to the west of the proposed project site; and Orange Avenue, 6 blocks to the west of the proposed project site. The MetroRail Blue Line has a large station at East Pacific Coast Highway and Long Beach Boulevard, approximately 1 mile west of the proposed project site.[14] There are currently crosswalks at the intersections of East Pacific Coast Highway at Walnut Avenue and East Pacific Coast Highway at Cherry Avenue providing access to the proposed project site.

Existing Vehicular Emergency Access/Egress

There currently is no existing vehicular emergency access/egress at the proposed project site. It is anticipated that five access points to the proposed project site would be constructed; two on Walnut Avenue, one on Rose Avenue, and a specially designated emergency access route onto the alley at 19th Street, which would ensure adequate emergency access from three of the four sides of the proposed project site. Police protection services for the City in the proposed project area are provided by the Long Beach Police Department (LBPD). The LBPD's Patrol Bureau includes four geographical divisions and one specialized division: North, South, East, West, and Field Support. The proposed project site is under the jurisdiction of the East Patrol Division.[15] Fire protection in the proposed project area is provided by the Long Beach Fire Department, which maintains 24 fire stations, 1 beach operation office, and 1 fire headquarters throughout the City.[16] Fire Station No. 10 is located approximately 0.5 mile from the proposed project site at 1417 Peterson Avenue in the City and would be the primary fire emergency responder for the proposed project site.[17]

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[14] City of Long Beach. *Long Beach Transit Schedules and Maps*. 2007. Available at: http://www.lbtransit.com

[15] Officer Lascina, City of Long Beach Police Department, Long Beach, CA. 28 November 2007. Telephone correspondence with Allison Kleine, Sapphos Environmental, Inc., Pasadena, CA.

[16] Long Beach Fire Department. 2008. Web site. Available at: http://www.ci.long-beach.ca.us/fire/

[17] Operator 114, Long Beach Fire Department, Long Beach, CA. 28 November 2007. Telephone correspondence with Allison Kleine, Sapphos Environmental, Inc., Pasadena, CA.

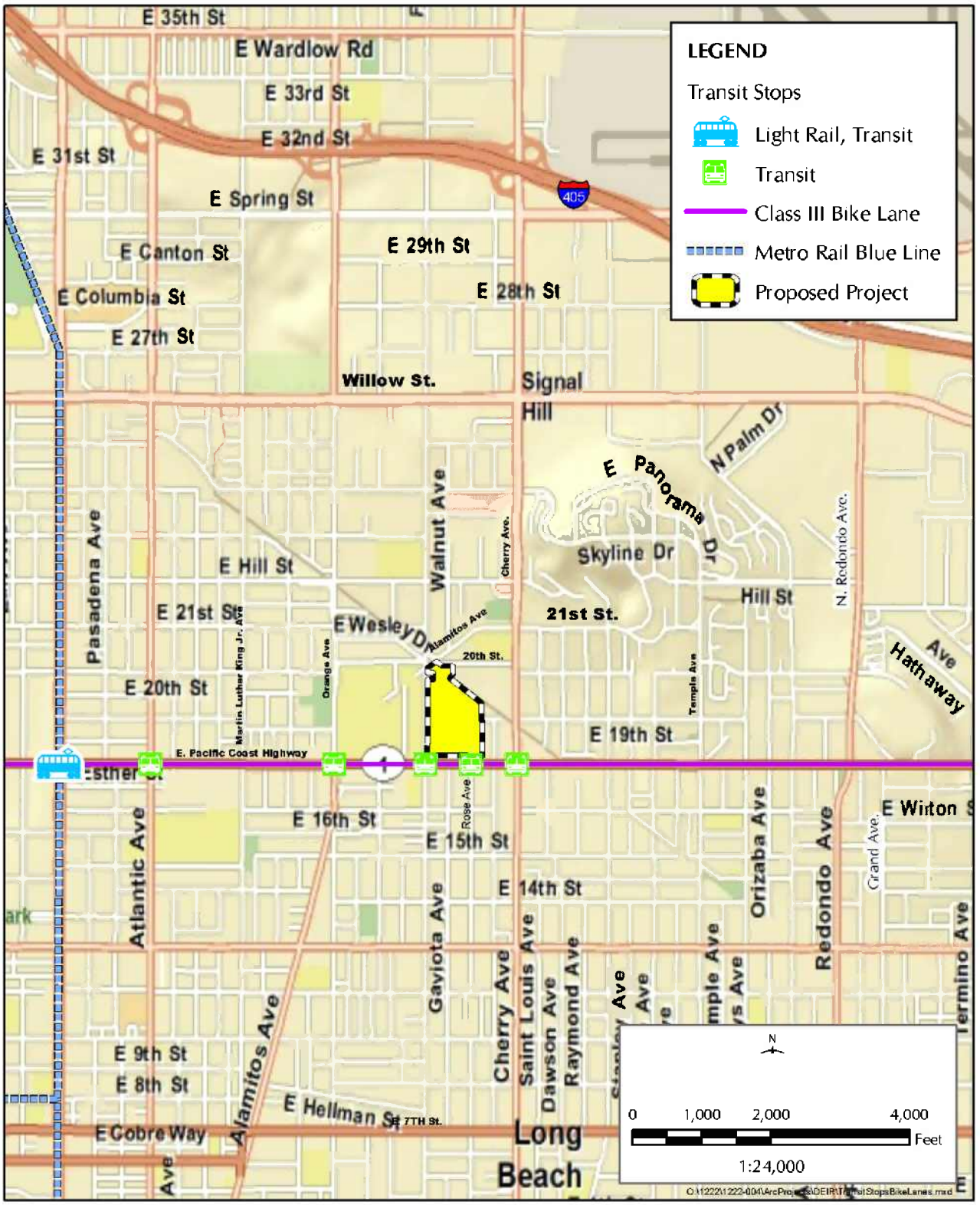

Figure 3.12.2-1

Transit Stops and Bike Lanes Near the Proposed Project

Existing Parking Conditions

The proposed project site currently does not support parking. Visitors to the site generally park on the field or on Walnut Avenue, which is located along the western boundary of the proposed project site.

Existing Alternative Transportation Systems

There currently is a MetroRail Blue Line and LBT Bus Service within the City. The MetroRail Blue Line East Pacific Coast Highway Station is located approximately 1 mile west of the proposed project site at the intersection of Long Beach Boulevard and East Pacific Coast Highway (Figure 3.12.2-1). The nearest LBT bus stops are located on the East Pacific Coast Highway at Walnut Avenue and at Rose Avenue, just south of the southern boundary of the proposed project site (Figure 3.12.2-1). Other LBT bus stops along East Pacific Coast Highway are located at Cherry Avenue, three blocks to the east of the proposed project site; on Long Beach Boulevard, 14 blocks to the west of the proposed project site; Atlantic Avenue, 12 blocks to the west of the proposed project site; and Orange Avenue, 6 blocks to the west of the proposed project site. The LBT offers regular bus service with Routes 171, 172, 173, and 174 serving East Pacific Coast Highway; Routes 21, 22, and 23 serving Cherry Avenue; Route 7 serving Orange Avenue; and Route 131 serving Redondo Avenue.[18,19]

East Pacific Coast Highway is a Class III bike route, providing bicycle access to the proposed project site (Figure 3.12.2-1).[20] A Class III bicycle route is defined as a roadway designated by signs signifying that the roadway is shared between vehicles and bicycles, although no lane is marked specifically for bicyclists.[21] Bicycle racks are incorporated into the proposed project design.

Related Projects

A forecast of on-street traffic conditions prior to the occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. There are currently approximately 13 related projects that have either been built but not yet fully occupied or being processed for approval within a 2-mile radius of the proposed project that are located in the City and Signal Hill with the potential to cause traffic-related impacts.[22] The related projects are expected to generate a combined total of 26,354 daily trips on a typical weekday with 1,467 trips (588 inbound and 879 outbound) forecasted during the AM peak hour and 2,153 trips (1,158 inbound and 995 outbound) during the PM peak hour, and on a typical Saturday a total of 27,138 daily trips, with 2,666 trips (1,365 inbound and 1,301 outbound) forecasted during the midday peak hour.[23]

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[18] Long Beach Transit Schedules and Maps. 2008. Available at: http://www.lbtransit.org/Services/

[19] Linscott, Law, & Greenspan Engineers. 30 January 2009. *Kroc Community Center Traffic Impact Analysis.* Costa Mesa, CA.

[20] Bikestation, Long Beach. 2008. Available at: http://www.bikestation.org/longbeach/images/LB_bike_map_06.pdf

[21] City of Long Beach Department of Planning and Building. December 1991. *City of Long Beach General Plan, Transportation Element.* Long Beach, CA.

[22] Linscott, Law, & Greenspan Engineers. 30 January 2009. *Kroc Community Center Traffic Impact Analysis.* Costa Mesa, CA.

[23] Linscott, Law, & Greenspan Engineers. 30 January 2009. *Kroc Community Center Traffic Impact Analysis.* Costa Mesa, CA.

3.12.3 Significance Thresholds

The potential for the proposed project to result in impacts related to transportation and traffic was analyzed in relation to the questions contained in Appendix G of the State CEQA Guidelines. The project would normally be considered to have a significant impact to transportation and traffic when the potential for any one of the following seven thresholds occurs:

- Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access;
- Result in inadequate parking capacity;
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Within the City and the City of Signal Hill, impacts to local and regional transportation systems are considered significant if a peak-hour LOS (E or F) at any of the key intersections is projected or the project increases traffic demand at the study intersection by 2 percent of capacity, causing LOS to worsen to level E or F (ICU greater than 0.901). The City considers LOS D (ICU 0.801 to 0.900) to be the minimum acceptable LOS for all intersections. For the City, the current LOS, if worse than LOS D (E or F), should also be maintained. At unsignalized intersections, a significant adverse traffic impact is defined as a project that adds 2 percent more traffic delay (seconds per vehicle) at an intersection operating at LOS E or F.

3.12.4 Impact Analysis

This section analyzes the potential for significant impacts on transportation and circulation that would occur from implementation of the proposed project. A project's transportation and circulation impacts can be separated into short-term impacts due to construction and long-term permanent impacts from project operations.

The relative impact of the added project traffic volumes generated by the proposed project during the weekday a.m. and p.m. peak hours and Saturday mid-day peak hour was evaluated based on analysis of future operating conditions at the 12 key study intersections, both with and without the proposed project. The significance of the potential impacts of the proposed project at each key intersection was then evaluated using the City's LOS standards and traffic impact criteria.

Direct and Indirect Impacts

Construction Impacts

Based on the construction scenario presented in Section 2.0, *Project Description*, of this EIR, construction of the proposed project is envisioned as a single continuous process to be completed in 29 months between the years of 2009 and 2012. The construction activity impacts associated with the proposed project could be caused by four main elements of the proposed project construction: Phase I Demolition, Phase II Earthwork, Phase III Drainage Improvements, and Phase IV Construction:

- Phase I would involve the demolition of existing structures and utilities in order to accommodate the proposed project. It is anticipated that the demolition phase of the detention basin's reconfiguration would last approximately one month. A list of the type and quantity of equipment that would potentially be used in this phase of the construction of the basin's reconfiguration is shown in Table 2.6.3.1-1. This equipment would be transported to the proposed project site in addition to trips made to and from the proposed project site by construction workers.

- Phase II would involve earthwork to prepare for the construction of the proposed project. It is anticipated that the earthwork during this phase of the detention basin's reconfiguration would last approximately four months. A list of the type and quantity of equipment that would potentially be used in this phase of the construction of the basin's reconfiguration is shown in Table 2.6.3.2-1. This equipment would be transported to the proposed project site in addition to trips made to and from the proposed project site by construction workers.

- Phase III would include drainage improvements to ensure that the proposed project site is able to operate as a community center while retaining its existing function as a detention basin. It is anticipated that the drainage improvement phase of the detention basin's reconfiguration would last approximately six months. A list of the type and quantity of equipment that would potentially be used in this phase of the construction of the basin's reconfiguration is shown in Table 2.6.3.3-1. This equipment would be transported to the proposed project site in addition to trips made to and from the proposed project site by construction workers.

- Phase IV would include the construction of the proposed project. Parking lots and fields would be constructed toward the end of the building construction phase and completed at the same time as all other structures. It is anticipated that the construction of the buildings, pools, and parking facilities would last approximately 18 months. A list of the type and quantity of equipment that would potentially be used in the building phase is shown in Table 2.6.3.4-1. This equipment would be transported to the proposed project site in addition to trips made to and from the proposed project site by construction workers.

Construction-related trips associated with trucks and employees traveling to and from the site during each phase of construction during the weekday and weekend hours of operations may result in some minor traffic delays; however, the potential traffic interference by construction vehicles that would create temporary/short-term impacts to vehicles using East Pacific Coast Highway and other streets in the proposed project vicinity, and the number of construction workers will vary depending on the specific construction activities occurring at the site over the course of the construction phase. Based on

the location of the site, and the proximity of the I-710 Freeway and I-405 Freeway, as well as East Pacific Coast Highway, it would be anticipated that a majority of the construction-related traffic would utilize the freeway to gain regional access to the site. Traffic impacts to the adjacent roadway network would be minimal and not long-term. Therefore, aside from the nuisance traffic that would occur as a result of construction-related traffic (e.g., construction materials, construction workers, etc.), which has the potential to result in temporary significant impacts, no long-term significant impacts resulting from construction traffic are anticipated. It is anticipated that all roadway segments surrounding the proposed project site would continue to operate in a manner similar to operations under current conditions.

Furthermore, construction workers accessing the site or parking at the site would not result in a significant impact as the site and neighboring streets would provide ample parking for these temporary employees.

Nevertheless, to reduce the impact of construction-related traffic, the implementation of a construction management plan is recommended to minimize traffic impacts upon the local circulation system in the area.

Operational Impacts

Project Traffic Generation

The proposed project would provide a total of more than 1,000 parking spaces in a two-level parking structure, and the community center campus would be capable of accommodating up to approximately 6,500 people at one time. In addition, there would be a pick-up / drop-off area near the parking structure on the site access via Rose Avenue at East Pacific Coast Highway and two unsignalized driveways along Walnut Avenue.

It is anticipated that on a typical weekday the proposed project would be capable of generating up to 3,770 trips with 299 trips (184 inbound, 115 outbound) in the morning peak hour and 302 trips (95 inbound, 207 outbound) in the afternoon peak hour. On a typical weekend, the proposed project would be capable of generating up to 1,482 daily trips with 238 trips (127 inbound, 111 outbound) produced during the midday peak hour.[24] Table 3.12.4-1, *Project Traffic Generation Forecast,* summarizes the trip generation forecast for the proposed project.

[24] Linscott, Law, & Greenspan Engineers. 30 January 2009. *Kroc Community Center Traffic Impact Analysis.* Costa Mesa, CA.

TABLE 3.12.4-1
PROJECT TRAFFIC GENERATION FORECAST

ITE Land Use / Project Description	Weekday Daily	Weekday AM Peak Hour			Weekday PM Peak Hour			Sat. Daily	Saturday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
Generation Factors											
495: Recreation Community Center (TE/1000 SF)	22.88	0.99	0.63	1.62	0.48	1.16	1.64	9.10	0.63	0.65	1.28
560: Church (TE/1000 SF)	9.11	0.39	0.33	0.72	0.34	0.32	0.66	10.37	2.51	1.03	3.54
565: Day Care Center (TE/1000 SF)	79.26	6.78	6.01	12.79	6.19	6.99	13.18	6.21	1.07	0.63	1.70
710: General Office Building (TE/1000 SF)	11.01	1.36	0.19	1.55	0.25	1.24	1.49	2.37	0.22	0.19	0.41
Generation Forecast											
Chapel / Performing Arts Building											
560: Church (12,455 SF)	113	5	4	9	4	4	8	129	31	13	44
Administration/Education Building											
495: Rec Comm Ctr (59,410 SF)	1,359	59	37	96	29	69	98	541	37	39	76
565: Day Care Center (3,100 SF)	246	21	19	40	19	22	41	19	3	2	5
710: General Office (11,400 SF)	126	16	2	18	3	14	17	27	3	2	5
Recreation Building											
495: Recreation Community Center (84,171 SF)	1,926	83	53	136	40	98	138	766	53	55	108
Total Project Trip Generation Potential	**3,770**	**184**	**115**	**299**	**95**	**207**	**302**	**1,482**	**127**	**111**	**238**

Source: Institute of Transportation Engineers. 2003. *Trip Generation, 7th Edition*. Washington, D.C.

Site Access

Access to the proposed project site would be provided via the intersection of East Pacific Coast Highway at Rose Avenue (the terminus of Rose Avenue) and two full-access unsignalized driveways located along Walnut Avenue. Emergency access only would be provided at the terminus of East 19th Street via a gated entry/exit point. Based on future traffic projections and results of the intersection analyses, the three proposed project access points are forecast to operate at LOS A or B after the application of mitigation measures, during the AM, PM, and Saturday midday peak hours for Year 2010 traffic conditions (Table 3.12.4-2, *Peak-hour Project Driveway Level of Service Summary*). The proposed project design incorporates these three access points as project elements to provide adequate access to the proposed project. Motorists entering and exiting the proposed project site would be able to do so comfortably, safely, and without undue congestion.

TABLE 3.12.4-2
PEAK-HOUR PROJECT DRIVEWAY LEVEL OF SERVICE SUMMARY

Project Driveway	Time Period	Intersection Control	Year 2010 Future Background Traffic Plus Project		Year 2010 With Recommended Improvements	
			Delay	LOS	ICU / (Delay)	LOS
Rose Avenue / Driveway No. 1 at EAST PACIFIC COAST HIGHWAY	AM PM Saturday	Two-way Stop	1,717.9 s/v 956.6 s/v 64.7 s/v	F F F	0.590 (3.7 s/v) 0.622 (5.3 s/v) 0.392 (5.5 s/v)	A (A)[25] B (A) A (A)
Walnut Avenue at Project Driveway No. 2	AM PM Saturday	One-way Stop	14.3 s/v 12.7 s/v 10.4 s/v	B B B	- - -	- - -
Walnut Avenue at Project Driveway No 3	AM PM Saturday	One-way Stop	12.4 s/v 11.1 s/v 9.8 s/v	B B A	--	--

KEY: s/v = seconds per vehicle (delay).

Intersection Capacity and Level of Service Analysis

The relative impact of the added traffic volumes generated by the proposed project during the weekday AM peak hour, weekday PM peak hour, and Saturday midday peak hour was evaluated based on analysis of future operating conditions at the key study intersections, with and without, the proposed project. The previously discussed capacity analysis procedures were utilized to investigate the future volume to capacity (V/C) relationships and service level characteristics at each study intersection. The significance of the potential impacts of the proposed project at each key intersection was then evaluated using the City LOS standards and traffic impact criteria.[26]

Traffic growth estimates have been calculated using an ambient growth factor. The ambient growth factor is intended to include unknown and future related projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The future growth in traffic volumes has been calculated at 1 percent per year. The ambient traffic growth factor applied to existing year 2008 traffic volumes results in a 2 percent increase growth in existing volumes to year 2010.[27]

Furthermore, to make a realistic estimate of future on-street conditions prior to implementation of the proposed project, the status of other known development projects (related projects) in the area has been researched at the City and the City of Signal Hill (Appendix F). With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. There are 13 total related projects in the City of Long Beach and the City of Signal Hill that have either been built, but not yet fully occupied, or are being processed for approval. These related projects have been included as part of the cumulative background settings.

[23] Represents the anticipated LOS with the installation of a traffic signal at this key intersection to facilitate access to the project site.

[26] Linscott, Law, & Greenspan Engineers. 30 January 2009. *Kroc Community Center Traffic Impact Analysis.* Costa Mesa, CA.

[27] Linscott, Law, & Greenspan Engineers. 30 January 2009. *Kroc Community Center Traffic Impact Analysis.* Costa Mesa, CA.

Year 2008 Conditions

Current traffic volumes for the year 2008, pre-project, show that three of the key study intersections currently operate at an unacceptable LOS during the weekday AM peak hour, weekday PM peak hour, and/or Saturday peak hour. The intersections operating at an adverse LOS are Rose Avenue at East Pacific Coast Highway, Cherry Avenue at East Pacific Coast Highway, and Redondo Avenue at East Pacific Coast Highway. The remaining key study intersections currently operate at acceptable LOS D or better during the weekday AM peak hour, weekday PM peak hour, and Saturday peak hour.[28]

Year 2010 Conditions

An analysis of future year 2010 background traffic conditions, including ambient growth factor and related projects traffic without the proposed project, indicates that the intersections of Rose Avenue at East Pacific Coast Highway and Redondo Avenue at East Pacific Coast Highway are forecast to continue to operate at LOS E or F during the weekday AM, PM, and/or Saturday midday peak hours, while the remaining key intersections are forecast to continue to operate at LOS D or better.[29]

Review of year 2010 future traffic conditions, including ambient growth factor and related projects traffic and the proposed project (Table 3.12.4-3, *Year 2010 Intersection Capacity Analysis Summary*),[30] indicates that traffic associated with the proposed project would have a significant impact to traffic at one of the 12 key study intersections when compared to the LOS standards and the significant traffic impact criteria defined in the Traffic Impact Analysis (Appendix E). The intersection of Rose Avenue at East Pacific Coast Highway is forecast to operate at unacceptable LOS F during the weekday AM peak hour, weekday PM peak hour, and Saturday peak hour, thus requiring the consideration of mitigation measures. With implementation of recommended improvements, this intersection is forecast to operate at an acceptable LOS.

[28] Linscott, Law, & Greenspan Engineers. 30 January 2009. *Kroc Community Center Traffic Impact Analysis.* Costa Mesa, CA.

[29] Linscott, Law, & Greenspan Engineers. 30 January 2009. *Kroc Community Center Traffic Impact Analysis.* Costa Mesa, CA.

[30] Linscott, Law, & Greenspan Engineers. 30 January 2009. *Kroc Community Center Traffic Impact Analysis.* Costa Mesa, CA.

TABLE 3.12.4-3
YEAR 2010 INTERSECTION CAPACITY ANALYSIS SUMMARY

Key Intersections	Time Period	Existing Traffic Conditions		Year 2010 Background Traffic Conditions		Year 2010 Plus Project Traffic Conditions		Project Significant Impact[31]	
		ICU/Delay	LOS	ICU/Delay	LOS	ICU/Delay	LOS	ICU/Delay	Y/N
Orange Avenue at Hill Street	AM	0.552	A	0.564	A	0.576	A	0.012	N
	PM	0.684	B	0.706	C	0.709	C	0.003	N
	Saturday	0.448	A	0.477	A	0.484	A	0.007	N
Walnut Avenue at Hill Street	AM	9.6 s/v	A	9.8 s/v	A	10.2 s/v	B	0.4 s/v	N
	PM	11.6 s/v	B	12.0 s/v	B	13.1 s/v	B	1.1 s/v	N
	Saturday	8.6s/v	A	8.7 s/v	A	8.9 s/v	A	0.2 s/v	N
Cherry Avenue at Hill Street	AM	0.506	A	0.520	A	1.455	A	0.003	N
	PM	0.613	B	0.636	B	0.380	B	0.003	N
	Saturday	0.576	A	0.595	A	0.309	A	0.004	N
Walnut Avenue at East 20th Street / Alamitos Avenue	AM	10.5	B	0.412	A[32]	0.455	A	0.043	N
	PM	10.0	A	0.368	A	0.380	A	0.012	N
	Saturday	8.2	A	0.272	A	0.309	A	0.037	N
Cherry Avenue at 21st Street	AM	0.472	A	0.486	A	0.492	A	0.006	N
	PM	0.488	A	0.508	A	0.527	A	0.019	N
	Saturday	0.535	A	0.555	A	0.559	A	0.004	N
Martin Luther King Jr. Avenue at East Pacific Coast Highway	AM	0.611	B	0.672	B	0.680	B	0.008	N
	PM	0.652	B	0.682	B	0.690	B	0.008	N
	Saturday	0.484	A	0.551	A	0.555	A	0.004	N
Orange Avenue at East Pacific Coast Highway	AM	0.863	D	0.887	D	**0.903**	**E**	0.016	N
	PM	0.869	D	0.900	D	**0.917**	**E**	0.017	N
	Saturday	0.626	B	0.657	B	0.670	B	0.013	N
Walnut Avenue at East Pacific Coast Highway	AM	0.783	C	0.807	D	0.829	D	0.038	N
	PM	0.749	C	0.780	C	0.805	D	0.036	N
	Saturday	0.441	A	0.467	A	0.483	A	0.026	N
Rose Avenue at East Pacific Coast Highway	AM	**241.1 s/v**	**F**	**289.6 s/v**	**F**	**1,717.9 s/v**	**F**	**1,428.3 s/v**	**Y**
	PM	**96.6 s/v**	**F**	**132.7 s/v**	**F**	**956.6 s/v**	**F**	**823.9 s/v**	**Y**
	Saturday	**18.2 s/v**	**C**	**20.1 s/v**	**C**	**64.7 s/v**	**F**	**44.6 s/v**	**Y**
Cherry Avenue at East Pacific Coast Highway	AM	0.827	D	0.758	C[33]	0.768	C	0.010	N
	PM	0.866	D	0.804	D	0.815	D	0.011	N
	Saturday	0.922	E	0.791	C	0.799	C	0.008	N
Temple Avenue at East Pacific Coast Highway	AM	0.542	A	0.562	A	0.571	A	0.009	N
	PM	0.712	C	0.749	C	0.758	C	0.009	N
	Saturday	0.492	A	0.524	A	0.530	A	0.006	N
Redondo Avenue at East Pacific Coast Highway	AM	**0.933**	**E**	**0.979**	**E**	**0.982**	**E**	0.003	N
	PM	**0.984**	**F**	**1.024**	**F**	**1.028**	**F**	0.004	N
	Saturday	0.882	E	**0.923**	**E**	**0.926**	**E**	0.003	N

KEY: Bold ICU/LOS and HCM/LOS values indicate adverse service levels based on City LOS standards; s/v = seconds per vehicle (delay)

[31] A significant project impact is defined as a 0.020 or greater increase in ICU value of a signalized intersection or a 2 percent or more increase in delay at an unsignalized location where the final LOS is E or F.

[32] Represents anticipated operation conditions with implementation of planned intersection realignment and signalization improvements by the City. Improvements are assumed to be completed by Year 2010 and incorporated in the cumulative 2010 background traffic setting.

[33] Represents anticipated operation conditions with implementation of planned intersection and signalization improvements by the City of Signal Hill/City. Improvements are assumed to be completed by Year 2010 and incorporated in the cumulative 2010 background traffic setting.

Although the intersections of Orange Avenue at East Pacific Coast Highway and Redondo Avenue at East Pacific Coast Highway are forecast to operate at LOS E or LOS F during the weekday AM, weekday PM, and/or Saturday midday peak hour, the proposed project is expected to add less than 0.020 to the ICU value and, hence, would not have a significant impact.[34]

The remaining nine key study intersections are forecast to continue to operate at an acceptable LOS with the addition of project-generated traffic in the year 2010. However, the intersections of Walnut Avenue at Alamitos Avenue / East 20th Street and Cherry Avenue at East Pacific Coast Avenue are expected to operate at unacceptable operating conditions, thus requiring the consideration of mitigation measures.[35]

The LOS analysis at the unsignalized intersections of Walnut Avenue at Hill Street, Rose Avenue at East Pacific Coast Highway, Walnut Avenue at North Driveway, and Walnut Avenue at South Driveway was assessed for the need for signalization of these two key study intersections and two project driveways. This assessment was made on the basis of signal warrant criteria adopted by Caltrans. The result of the peak-hour traffic signal warrant analysis for year 2010 Future Background Plus Project Traffic Conditions for Walnut Avenue at Hill Street, Rose Avenue at East Pacific Coast Highway, Walnut Avenue at North Driveway, and Walnut Avenue at South Driveway indicates that all unsignalized intersections, except Rose Avenue at East Pacific Coast Highway, with respect to future background traffic conditions, do not satisfy traffic signal warrants. Therefore, a traffic signal is not required at one of the two aforementioned key study intersections and two project driveways.

It should be noted that it is not uncommon that unsignalized public streets, such as Rose Avenue, that have direct access to major arterials, such as East Pacific Coast Highway, operate at an unacceptable LOS due to the limited gaps in traffic and the high volume of traffic that utilizes these streets as commuter routes.

The peak-hour LOS results at the seven state-controlled study intersections within the study area based on the HCM/LOS method of analysis are summarized in Table 3.12.4-4, *Year 2010 HCM/LOS Intersection Capacity Analysis Summary for State Facilities*. Review of this table indicates that all key study intersections along East Pacific Coast Highway are forecasted to operate at LOS C or better.

[34] Linscott, Law, Greenspan Engineers. 30 January 2009. *Kroc Community Center Traffic Impact Analysis.* Costa Mesa, CA.

[35] Linscott, Law, Greenspan Engineers. 30 January 2009. *Kroc Community Center Traffic Impact Analysis.* Costa Mesa, CA.

TABLE 3.12.4-4
YEAR 2010 HCM/LOS INTERSECTION CAPACITY ANALYSIS
SUMMARY FOR STATE FACILITIES

Key Intersections	Time Period	Existing Traffic Conditions		Year 2010 Background Traffic Conditions		Year 2010 Plus Project Traffic Conditions		Year 2010 With Recommended Improvements	
		ICU/Delay	LOS	ICU/Delay	LOS	ICU/Delay	LOS	ICU/Delay	Y/N
Martin Luther King, Jr. Avenue at East Pacific Coast Highway	AM	12.0 s/v	B	12.3 s/v	B	12.3 s/v	B	-	-
	PM	12.4 s/v	B	12.8 s/v	B	12.8 s/v	B	-	-
	Saturday	12.1 s/v	B	12.6 s/v	B	12.9 s/v	B	-	-
Orange Avenue at East Pacific Coast Highway	AM	26.1 s/v	C	26.6 s/v	C	27.0 s/v	C	-	-
	PM	24.6 s/v	C	25.2 s/v	C	25.8 s/v	C	-	-
	Saturday	21.1 s/v	C	21.3 s/v	C	21.6 s/v	C	-	-
Walnut Avenue at East Pacific Coast Highway	AM	14.7 s/v	B	14.9 s/v	B	15.4 s/v	B	-	-
	PM	13.6 s/v	B	13.9 s/v	B	14.8 s/v	B	-	-
	Saturday	10.7 s/v	B	10.9 s/v	B	11.2 s/v	B	-	-
Rose Avenue at East Pacific Coast Highway	AM	**241.1 s/v**	**F**	**289.6 s/v**	**F**	**1,717.9 s/v**	**F**	3.7 s/v	A[36]
	PM	**96.6 s/v**	**F**	**132.7 s/v**	**F**	**956.6 s/v**	**F**	5.3 s/v	A
	Saturday	18.2 s/v	C	**20.1 s/v**	**C**	**64.7 s/v**	**F**	5.5 s/v	A
Cherry Avenue at East Pacific Coast Highway	AM	22.6 s/v	C	22.9 s/v	C[37]	23.8 s/v	C	-	-
	PM	25.1 s/v	C	24.8 s/v	C	25.0 s/v	C	-	-
	Saturday	28.6 s/v	C	24.6 s/v	C	24.1 s/v	C	-	-
Temple Avenue at East Pacific Coast Highway	AM	10.6 s/v	B	10.6 s/v	B	10.9 s/v	B	-	-
	PM	12.1 s/v	B	12.4 s/v	B	12.4 s/v	B	-	-
	Saturday	11.6 s/v	B	11.6 s/v	B	11.6 s/v	B	-	-
Redondo Avenue at East Pacific Coast Highway	AM	24.8 s/v	C	25.4 s/v	C	25.5 s/v	C	-	-
	PM	23.4 s/v	C	24.1 s/v	C	24.1 s/v	C	-	-
	Saturday	25.4 s/v	C	25.8 s/v	C	30.3 s/v	C	-	-

KEY: Bold HCM/LOS values indicate adverse service levels based on City LOS standards; s/v = seconds per vehicle.

Air Traffic Patterns

The proposed project would not result in impacts to transportation and traffic related to a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. The nearest public airport within a 2-mile radius of the proposed project site is Long Beach Municipal Airport, located at 4100 Donald Douglas Drive, Long Beach, California, 90808, approximately 1.3 miles northeast of the proposed project site (Figure 3.6.2-1). In addition, the nearest private airport is the Compton/Woodley Airport, located approximately 12 miles to the northwest of the proposed project site. The proposed project site has been determined to be located outside of the limits of the Long Beach Airport Land Use Plan based on coordination undertaken with the Federal

[36] Represents the anticipated LOS with the installation of a traffic signal at this key intersection to facilitate access to the proposed project site.

[37] Represents anticipated operation conditions with implementation of planned intersection and signalization improvements by the City of Signal Hill. Improvements are assumed to be completed by Year 2010 and incorporated in the cumulative 2010 background traffic setting.

Aviation Administration (Figure 3.6.2-1). Therefore, there would be no expected impacts to transportation and traffic related to a change in air traffic patterns that would result in substantial safety risks.

Hazardous Roadway Design

The proposed project would be expected to result in potentially significant impacts to transportation and traffic in relation to substantially increasing hazards due to a design feature or incompatible uses that would require the incorporation of mitigation measures in order to reduce impacts to below the level of significance. There are no hazardous turns at any of the proposed project site surrounding intersections; however, there are pedestrian walkways at the intersection of East Pacific Coast Highway at Walnut Avenue and East Pacific Coast Highway at Cherry Avenue. There is currently heavy semi-truck, automobile, and bus traffic on East Pacific Coast Highway. An existing traffic signal is located at the intersection of Walnut Street and East Pacific Coast Highway. The nearest LBT bus stops are located on the East Pacific Coast Highway at Walnut Avenue and at Rose Avenue, just south of the southern boundary of the proposed project site (Figure 3.12.2-1). A secondary access to the proposed site would be located at Rose Avenue off East Pacific Coast Highway. Currently there are no pedestrian crosswalks at the intersection of Rose Avenue and East Pacific Coast Highway. Therefore, a potential hazard would be created in which pedestrians would not have safe and adequate access to the proposed project site. Therefore, impacts related to increasing hazards due to a design feature or incompatible uses require the consideration of mitigation measures to reduce the impacts to below the level of significance.

Emergency Vehicle Access/Egress

The proposed project would not be expected to result in potentially significant impacts to emergency vehicle access/egress or alter any existing emergency access routes. The proposed project would include the construction of four new emergency access routes: two on Walnut Avenue, one on Rose Avenue, and a specially designated emergency access route onto the alley at 19th Street. All new access routes would ensure adequate emergency access from three of the four sides of the proposed project site and would be reviewed by appropriate City staff for safety and adequacy. Police, fire, and other emergency vehicles would be able to access the site via the emergency access route on 19th Street or may access the facility entrance off Walnut Avenue. Therefore, there would be no expected impacts to transportation and traffic related to inadequate emergency access.

Parking Capacity

The proposed project is expected to result in less than significant impacts related to parking capacity during operation. The proposed project site plan includes more than 1,000 parking spaces. It is anticipated that the number of planned parking spaces would be adequate for average general use of the proposed facility because a number of staff and visitors would carpool, use public transportation, or access the site as pedestrians, which would reduce the parking demand at the proposed project site. At full capacity, the facility would serve approximately 6,500 individuals (through simultaneous use of the 450-person theatre, gymnasium, playfields, aquatic center, recreational center, day-care facilities, office space, and 5,000 spectators at cultural events). It is anticipated that the 5,000-spectator events would not occur more than four times per year; therefore, it is anticipated that the facility would have an approximate capacity of up to 1,500 individuals (to be accessed through 450 persons in the theatre; 12.5 full-time staff and an unspecified number of part-time staff; 984 individuals making use of the small- and medium-sized classrooms at various times, the multipurpose room, and the computer lab; 750 individuals in the outdoor amphitheatre; and an unspecified number of individuals making use of the indoor recreation center and outdoor playing fields, swimming pools, gardens, walking trails, and

passive recreation areas).[38] It is anticipated that some visitors to the facility would access the site via alternative transportation modes, such as public transportation or biking. The proposed project would include Leadership in Energy and Environmental Design (LEED) elements that would further encourage alternative and sustainable travel methods, such as staff carpooling. In addition, the proposed project would support the proposed Citywide bike trails. Therefore, it is anticipated that the number of planned parking spaces would be adequate for average general use of the proposed project because a number of staff and visitors would carpool, use public transportation, and access the site as pedestrians, which would reduce the parking demand at the proposed project site.[39]

During special events or activities that increase the parking demand, Walnut Avenue would be used as a temporary location for overflow parking if the more than 1,000 parking spaces are filled or if the proposed project parking lot is temporarily flooded. The proposed project parking lot would serve a secondary purpose of a storm water detention basin, and in the rare event of exceptionally heavy rainfall, the lower level of the parking structure would be gated and closed while water is pumped from its surface.[40] Furthermore, it is anticipated that excess parking would be available through the Long Beach City College–Pacific Coast Campus. The campus is adjacent to the western boundary of the proposed project site off Walnut Avenue and would be capable of offering spaces for overflow parking during off-peak hours for the campus.[41]

Overflow parking would be required during certain special events that might exceed the existing parking capacity (5,000-spectator events). During these rare occasions, it is anticipated that the excess vehicles would find adequate parking at the neighboring Long Beach City College–Pacific Coast Campus. As such, the proposed project would be expected to result in less than significant impacts related to parking capacity during operation.

Consistency with Adopted Traffic and Circulation Goals and Policies

The proposed project would be expected to result in less than significant impacts to transportation and traffic in relation to conflicts with adopted policies, plans, or programs supporting alternative transportation. There currently is a MetroRail Blue Line and LBT Bus Service within the City. The MetroRail Blue Line East Pacific Coast Highway Station is located approximately 1 mile west of the proposed project site at the intersection of Long Beach Boulevard and East Pacific Coast Highway. The nearest LBT bus stops are located on the East Pacific Coast Highway at Walnut Avenue and at Rose Avenue, just south of the southern boundary of the proposed project site (Figure 3.12.2-1). Other LBT bus stops along East Pacific Coast Highway are located at Cherry Avenue, three blocks to the east of the proposed project site; on Long Beach Boulevard, 14 blocks to the west of the proposed project site; Atlantic Avenue, 12 blocks to the west of the proposed project site; and Orange Avenue, 6 blocks to the west of the proposed project site. The LBT offers regular bus service with Routes 171, 172, 173, and 174 serving East Pacific Coast Highway; Routes 21, 22, and 23 serving Cherry Avenue; Route 7 serving Orange Avenue; and Route 131 serving Redondo Avenue (Figure 3.12.2-1).[42,43]

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[38] Brailsford & Dunlavey / Heery International. 2006. *Salvation Army of Long Beach Ray and Joan Kroc Corps Community Center Report.* Long Beach, CA.

[39] Linscott, Law, & Greenspan Engineers. 30 January 2009. *Kroc Community Center Traffic Impact Analysis.* Costa Mesa, CA.

[40] Moffatt & Nichol. 23 January 2006. *The Salvation Army Kroc Community Center Preliminary Conceptual Level Detention Basin Analysis.* Long Beach, CA.

[41] Salvation Army, Southern California Division. 30 July 2007. *Kroc Facilities and Program Design.* Los Angeles, CA.

[42] Long Beach Transit. *Schedules and Maps.* 2008. Available at: http://www.lbtransit.org/Services/

[43] Linscott, Law, & Greenspan Engineers. 30 January 2009. *Kroc Community Center Traffic Impact Analysis.* Costa Mesa, CA.

As required by the current CMP for the County, a review has been made of the CMP transit service in the Traffic Impact Analysis (Appendix E). As previously discussed, a number of transit services exist in the proposed project area necessitating the following transit impact review. The project trip generation was adjusted by values set forth in the CMP (person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate project-related transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecasted to generate 15 transit trips (9 inbound and 6 outbound) during the AM peak hour and 15 transit trips (5 inbound and 10 outbound) during the PM peak hour. Over a 24-hour period, the proposed project is forecasted to generate 185 daily weekday transits.

East Pacific Coast Highway is a Class III bicycle route, providing bicycle access to the proposed project site.[44] A Class III bicycle route is defined as a roadway designated by signs signifying that the roadway is shared between vehicles and bicycles, although no lane is marked specifically for bicyclists.[45] Adjacent roadways to the proposed project are not designated as bicycle routes. Bicycle racks are incorporated into the proposed project design to encourage alternative transportation. The proposed project is located in a manner that is accessible to alternative forms of transportation, such as public transit and bicycling, and would not conflict with adopted policies, plans, or programs supporting alternative transportation. Therefore, the proposed project would be expected to result in a less than significant impact in relation to conflicts with adopted policies, plans, or programs supporting alternative transportation.

Cumulative Impacts

The potential for cumulative impacts to transportation and traffic was evaluated in relation to the closely related past, present, and reasonable foreseeable and probable future projects described (Table 2.8-1). Construction and operation of the proposed project would result in an increase in the number of vehicles queued into and using the access roads near the proposed project site. As a result, Rose Avenue at East Pacific Coast Highway, one of the key study intersections, would be significantly impacted by the cumulative effects of the proposed project and related projects, and therefore, would require mitigation measures to reduce significant impacts to below the level of significance.

3.12.5 Mitigation Measures

The following recommended mitigation measures have been identified to mitigate the significant impacts of the proposed project:

Measure Transportation-1

In order to mitigate the impact related to substantially increasing hazards due to a design feature or incompatible uses, the project applicant shall install a traffic signal at the intersection of Rose Avenue and East Pacific Coast Highway. The installation of a traffic signal at this key intersection, and associated signing and striping modifications inclusive of crosswalks to facilitate pedestrian access to the site, is subject to the approval of the City of Long Beach and/or the California Department of Transportation.

[44] Bikestation, Long Beach. 2008. Available at: http://www.bikestation.org/longbeach/images/LB_bike_map_06.pdf

[45] City of Long Beach, Department of Planning and Building. December 1991. *City of Long Beach General Plan, Transportation Element.* Long Beach, CA.

Measure Transportation-2

To ensure that impacts to the surrounding street system are minimized, it is recommended that the construction management plan for the project be developed in coordination with the City of Long Beach and, at a minimum, address the following:

- Address traffic control for any street closure, detour, or other disruption to traffic circulation.
- Identify the routes that construction vehicles shall utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.) and to access the site, traffic controls and detours, and construction phasing plan for the project.
- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
- Require the applicant to keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The applicant shall clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.
- Limit hauling or transport of oversize loads to between the hours of 9:00 a.m. and 3:00 p.m. only, Monday through Friday, unless approved otherwise by the City Engineer. No hauling or transport shall be allowed during nighttime hours, weekends, or federal holidays.
- Prohibit use of local streets.
- Ensure that haul trucks entering or exiting public streets shall at all times yield to public traffic.
- Ensure that, if hauling operations cause any damage to existing pavement, street, curb, and/or gutter along the haul route, the applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer.
- Keep all constructed-related parking and staging of vehicles on site and out of the adjacent public roadways.
- Ensure that the plan shall meet standards established in the current *California Manual on Uniform Traffic Control Device* as well as City of Long Beach requirements.

3.12.6 Level of Significance after Mitigation

Implementation of mitigation measure Transportation-1 would reduce significant impacts related to traffic, intersection capacity, and LOS to below the level of significance. Impacts to traffic caused by increased construction-related traffic in the vicinity of the project site would be reduced to below the level of significance with the implementation of mitigation measure Transportation-2.

3.13 UTILITIES AND SERVICE SYSTEMS

As a result of the Initial Study (Appendix A), the City of Long Beach (City) determined that the proposed Kroc Community Center (proposed project) had the potential to result in impacts to utilities and service systems. Therefore, this issue has been carried forward for detailed analysis in this Environmental Impact Report (EIR). This analysis was undertaken to identify opportunities to avoid, reduce, or otherwise mitigate potential significant impacts to utilities and service systems and identify potential alternatives.

The analysis of utilities and service systems consists of a summary of the regulatory framework that guides the decision-making process, a description of the existing conditions at the proposed project area, thresholds for determining if the proposed project would result in significant impacts, anticipated impacts (direct, indirect, and cumulative), mitigation measures, and level of significance after mitigation. The potential for impacts to utilities and service systems has been analyzed in accordance with the methodologies and information provided by the City General Plan,[1] the County of Los Angeles (County) General Plan Safety element,[2] and the State of California Regional Water Quality Control Board (RWQCB) Basin Plan for the Los Angeles Region.[3] The scope of the utilities and service systems analysis included the natural gas, telephone, electric, sewer, storm drain and water utilities, and previously prepared environmental documents for projects undertaken at the proposed project site and coordination with the County Department of Public Works.

3.13.1 Regulatory Framework

State

California Urban Water Management Act

The California Urban Water Management Planning Act requires urban water suppliers to initiate planning strategies that make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its customers during normal, dry, and multiple dry water years.[4] The act describes the contents of Urban Water Management Plans, as well as methods for urban water suppliers to adopt and implement the plans. The proposed project would be subject to the Long Beach Stormwater Management Plan.[5]

Senate Bill 610

Senate Bill (SB) 610 requires residential, commercial, or industrial projects with more than 500 dwellings or more than 500,000 square feet of floor space, or employing more than 1,000 persons to prepare a water supply assessment from the applicable water supply agency, or, if no water supply

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[1] City of Long Beach, Department of Planning and Building. 1975. *City of Long Beach General Plan, Public Safety Element*. Long Beach, CA.

[2] County of Los Angeles, Department of Regional Planning. 1990. *County of Los Angeles General Plan, Safety Element*. Los Angeles, CA.

[3] California Regional Water Quality Control Board. 1994. *Water Quality Control Plan (Basin Plan) Los Angeles Region*. Los Angeles, CA.

[4] *California Water Code*, Section 10610 et. seq.. "Urban Water Management Planning Act." Available at: http://www.leginfo.ca.gov/calaw.html

[5] City of Long Beach. Revised August 2001. Long Beach Stormwater Management Program. Available at: http://www.lbstormwater.org/plan/

agency exists, the lead agency must prepare the assessment. The water supply assessment shall be prepared within 90 days of a request and must indicate how total projected water supplies would meet the proposed project's water demands in normal and dry years.

SB 610 applies to all project types and is triggered by State of California Environmental Quality Act (CEQA) Guidelines Section 15083.5 early in the planning process. It is assumed that the proposed project would entail water conservation and sustainable elements that would significantly limit the amount of water used at the site. Furthermore, the proposed Leadership in Energy and Environmental Design (LEED) elements in the project design would require documentation of the project use and operation, which is anticipated to be comparable to an SB 610 assessment. However, the City may determine that an SB 610 water supply assessment still be prepared for the proposed project.

California Solid Waste Reuse and Recycling Access Act

The California Solid Waste Reuse and Recycling Access Act of 1991 required each jurisdiction to adopt an ordinance by September 1, 1994. The act requires each new development project to provide an adequate storage area for collection and removal of recyclable materials. Development and operation of the proposed project would be subject to the requirements of this act.

Local

City of Long Beach General Plan

The City General Plan includes 10 elements. The Land Use and Public Safety elements establish goals and policies for the City along with information regarding utility-related conditions within the proposed project area. The Land Use element addresses waste management conditions, whereas the Public Safety element of the City General Plan addresses utility-related hazards within the proposed project area. Goals dealing with population growth, economic development, housing, infrastructure, and transportation relate most specifically to the Land Use element.

City of Long Beach, Land Use Element[6]

- Managed Growth: Long Beach accepts the population and economic growth anticipated through the year 2000 and intends to guide that growth to have an overall beneficial impact upon the City's quality of life.

- Quality Services: Long Beach will emphasize quality in the provision of services to its residents and businesses and will strive to make public services readily accessible to all citizens.

- Facilities Maintenance: Long Beach will maintain its physical facilities and public rights-of-way at a high level of functional and aesthetic quality, manifesting the pride of the citizens in their City and ensuring that future generations need not bear the burden of deferred maintenance.

[6] City of Long Beach, Department of Planning and Building. April 1997. *City of Long Beach General Plan, Land Use Element.* Long Beach, CA.

- Adequate Water Supply: Long Beach will continue to take the actions that are necessary to preserve an adequate supply of water for domestic; commercial and industrial purposes.

City of Long Beach General Plan, Public Safety Element[7]

Based on interviews with residents to inform the development of goals for its General Plan, the City outlined four sets of dynamic and flexible goals related to public safety:

Management Goals

- Develop mechanisms for implementing improved safety considerations.
- Coordinate and cooperate with other political jurisdictions in implementing safety and disaster programs.
- Continue to coordinate safety matters throughout the City and introduce methods of insuring improved safety.
- Promote cooperation of the private sector in upgrading safety precautions.
- Establish safety guidelines to evaluate all potential safety hazards and mitigate existing problems.

Development Goals

- Promote the redevelopment of areas, which may present safety problems.
- Utilize safety considerations, as a means of encouraging and enhancing desired land use patterns.
- Provide an urban environment, which is as safe from all types of hazards possible.
- Continue to identify existing or proposed uses or activities that may pose safety hazards.
- Use physical planning as a means of achieving greater degrees of protection from safety hazards.
- Encourage transportation systems, utilities, industries, and similar uses to locate and operate in a manner consistent with public safety goals.
- Assure continued safe accessibility to all urban land uses throughout the City.
- Encourage development that would be most in harmony with nature and thus less vulnerable to natural disasters.
- Encourage development that would augment efforts of other safety related departments of the City (i.e. design for adequate access for firefighting equipment and police surveillance).
- Strive to encourage urbanizations patterns, which preserve and/or create greater safety for residents and visitors.
- Critically evaluate proposed public or private actions, which may pose safety hazards to residents or visitors.

[7] City of Long Beach, Department of Planning and Building. October 1988. *City of Long Beach General Plan, Public Safety Element*. Long Beach, CA.

Protection Goals

- Use safety precautions as one means of preventing blight and deterioration.
- Protect existing land uses from the intrusion of safety hazards.
- Reduce public exposure to safety hazards.
- Effectively utilize natural or man-made landscape features to increase public protection from potential hazards.
- Reduce the potential adverse economic, environmental, and social conditions, which could result from a major disaster.
- Ensure continued economic stability and growth minimizing potential safety hazards.
- Protect the citizens against possible personal loss resulting from disaster events.
- Ensure continued safety measures for the preservation of property values.
- Continue to inform the public of potential safety hazards and what to do in times of emergencies.
- Provide the maximum feasible level of public safety protection services.

Remedial Action Goals

- Isolate areas of hazardous concern from other portions of the City.
- Eliminate uses which present safety hazards.

Los Angeles Solid Waste Management Committee / Integrated Waste Management Task Force[8]

The California Integrated Waste Management Act of 1989 (AB 939) requires that the responsibility for solid waste management is shared between state and local governments, and the state has directed the County to prepare and implement a local integrated waste management plan in accordance with AB 939.

In July 1990, pursuant to Public Resources Code, Section 40000 et seq., Title 14 and 18 of the California Code of Regulation; Chapter 3.67 of the Los Angeles County Code; and following the approval of a majority of the cities with a majority of the cities' population within the County and the County Board of Supervisors, the Los Angeles County Integrated Waste Management Task Force was created from the previous Solid Waste Management Committee.

The task force was formed to address the many growing and multi-faceted issues surrounding solid waste management in the County and is composed of representatives of stakeholders in solid waste management issues from all corners of the County, including the County, the City of Los Angeles, the City, the Sanitation Districts of the County, South Coast Air Quality Management District, the League of California Cities, Greater Los Angeles Solid Waste Management Association, the Institute of Scrap Recycling Industries, as well as the general public, the business sector, and environmental organizations. The task force strives to take an integrated approach to addressing waste management issues while balancing the concerns of local waste management and recycling industries, municipalities, and the citizens of all 88 cities and unincorporated communities within the County.

[8] County of Los Angeles. 2004. *Integrated Waste Management Task Force*. Available at: http://ladpw.org/epd/tf/about.cfm

The task force is responsible for the review of each city's Source Reduction and Recycling Element and Non-Disposal Facility Element, along with review of all Findings of Conformance (FOC) with the County Integrated Waste Management Plan (CIWMP) for all solid waste facilities that wish to operate within the County. An FOC is issued to all solid waste facilities that began operation or modified their operation since the adoption of the CIWMP if the task force determines that those changes are consistent with the plan.

Long Beach Municipal Code[9]

The Long Beach Municipal Code is the codification of all ordinances adopted by the City Council and/or the voters of City. It is the legal code of the City. Title 15, Public Utilities contains several standards that are relevant to the proposed project.

15.01.010 General

The current edition of the rules, regulations and charges governing water and sewer service as approved by the board of water commissioners is incorporated by this reference. A copy of the rules, regulations and charges governing water and sewer service is available in the office of the general manager (Ordinance, C-7173 Section 25 (part), 1994).

15.16.010 Standards for Discharge

No person shall discharge industrial wastewater into a main line sewer unless the industrial wastewater conforms to the following requirements:

- The content of total oil and grease shall not exceed 600 milligrams per liter;
- The content of oil and grease floating or capable of floating shall not exceed 25 milligrams per liter;
- The content of hydrocarbon oil floating or capable of floating shall not exceed 10 milligrams per liter;
- The standard five-day biochemical oxygen demand shall not exceed 1,000 milligrams per liter;
- The suspended solids content shall not exceed 1,000 milligrams per liter;
- The dissolved sulphide content shall not exceed 0.1 milligram per liter; and
- The pH shall not be below 6 (Ordinance, C-7173 Section 14 (part), 1994: prior code Section 7570.9).

15.16.070 Wastewater Standards

No person shall discharge wastewater into a main line sewer unless such wastewater conforms to the following requirements:

- The content of total oil and grease shall not exceed 600 milligrams per liter;
- The content of floatable oil and grease shall not exceed 25 milligrams per liter;
- The content of floatable hydrocarbon oil shall not exceed 10 milligrams per liter;

[9] City of Long Beach. 1999. *Municipal Code: Public Utilities.* Available at: http://www.longbeach.gov/cityclerk/lbmc/title-15/frame.htm

- The standard five-day biochemical oxygen demand shall not exceed 1,000 milligrams per liter;
- The suspended solids content shall not exceed 1,000 milligrams per liter;
- The dissolved sulphide content shall not exceed 0.1 milligram per liter;
- The pH shall not be below 6 (Prior code Section 7570.15).

Los Angeles County Integrated Waste Management Plan

AB 939 requires that the responsibility for solid waste management be shared between state and local governments. The State of California has directed the County to prepare and implement a local integrated waste management plan in accordance with AB 939. The CIWMP executive summary presents the countywide goals and objectives for integrated solid waste management and describes the County's system of governmental solid waste management infrastructure and the current system of solid waste management in the cities and unincorporated areas of the County. This document also summarizes the types of programs planned for individual jurisdictions and describes countywide programs that could be consolidated.[10]

The CIWMP 2000 Annual Report on the Countywide Summary Plan and Countywide Siting Element describes the County's approach to dealing with a broad range of solid waste issues, including processing capacity, markets for recovered materials, waste reduction mandates, waste disposed at Class I and Class II disposal facilities, allocation of orphan waste (waste that comes from an unknown origin), the accuracy of the State Disposal Reporting System, and California Integrated Waste Management Board enforcement policy. This document also includes the County Integrated Waste Management task force recommendations that can be implemented at the state and local levels to improve the current waste management system. The task force's recommendations focus on improving the quality of programs rather than relying on quantity measurements in complying with the state's waste reduction mandates.[11] The proposed project would be subject to the CIWMP.

3.13.2 Existing Conditions

The proposed project site is located in the central part of the City on a site known as the Hamilton Bowl / Chittick Field. The site consists of approximately 19 acres of undeveloped parcels of land that are used as a storm water dry detention basin. The 19-acre property is bounded by East 20th Street and the City of Signal Hill to the north. East of the proposed project site is a residential area with a narrow alley between Rose Avenue and Gardenia Avenue. Commercial development borders the proposed site to the south and faces East Pacific Coast Highway, and the Long Beach City College–Pacific Coast Campus is located directly west of the proposed project site across Walnut Avenue.

There are currently two pump stations located on the site that provide drainage and discharge of water during storm events.[12] The Low-flow Pump Station was constructed during the 1930s and is located on the western border of the proposed project site, and the Hamilton Bowl Pump Station is located at the southern end of the proposed project site. The Hamilton Bowl detention basin is currently used by the

[10] County of Los Angeles, Department of Public Works. 1997. *Los Angeles County Integrated Waste Management Summary Plan, Executive Summary*. Alhambra, CA.

[11] County of Los Angeles, Department of Public Works. 2001. *Los Angeles County Integrated Waste Management Plan, 2000 Annual Report on the Countywide Summary Plan and Countywide Siting Element*. Alhambra, CA.

[12] Moffatt & Nichol. 23 January 2006. *The Salvation Army Kroc Community Center Preliminary Conceptual Level Detention Basin Analysis*. Long Beach, CA.

City for storm water runoff and by the City of Signal Hill, which borders the northern portion of the proposed project site, to comply with its National Pollutant Discharge Elimination System requirements. Approximately one half of Signal Hill's runoff drains into the Hamilton Bowl Detention Basin. By removing trash from this urban runoff, the City of Signal Hill is able to maintain compliance with local and federal regulations.[13] At this time, the Low-flow Pump Station's sole use is to store a portable 30-horsepower pump that is manually lowered into the ground by County staff during storm activity. The original pump was relocated to the Hamilton Bowl Pump Station, which is located at the southern edge of the site.

The proposed project site consists of largely undeveloped parcels of land with three structures on the detention basin. The Hamilton Bowl Pump Station is located on the south side of the site and borders commercial development that faces East Pacific Coast Highway. A structure for public restrooms and the Low-flow Pump Station are located off Walnut Avenue on the on the west side of the proposed project site.

Wastewater Treatment

Wastewater generated by the proposed project would be treated at the Joint Water Pollution Control Plant (JWPCP). JWPCP is one of the largest wastewater treatment plants in the world and is the largest of the district's wastewater treatment plants. The facility provides both primary and secondary treatment for approximately 400 million gallons of wastewater per day.[14] The JWPCP currently operates in conformance with the applicable standards of the RWQCB, Los Angeles Region. The plant serves a population of approximately 3.5 million people throughout the County.[15] There currently are no plans to expand JWPCP.

Storm Drain System

Storm water or runoff from sources like sprinklers and hoses flows over the ground into the storm drain system. In the Los Angeles area, storm drain systems consist of gutters, storm drains, underground pipes, open channels, culverts, and creeks. Storm drain systems are designed to drain directly to the Pacific Ocean with no treatment. [16]

The Los Angeles storm drain system is a vast network of underground pipes and open channels that were designed to prevent flooding. Runoff drains from the street into the gutter and enters the system through an opening in the curb called a catch basin. Catch basins serve as the neighborhood entry point to the journey into the ocean. The storm drain system receives no treatment or filtering process and is completely separate from the Los Angeles sewer system.

Curbside catch basins are the primary points-of-entry for urban runoff. From there, runoff flows into underground tunnels that empty into flood control channels such as Ballona Creek or the Los Angeles

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[13] City of Signal Hill, Public Works. November 2007. *Storm Water Runoff*. Available at: http://www.signal-hill.ca.us/public_works/storm_water_runoff.php

[14] County Sanitation Districts of Los Angeles County. 21 July 2008. Correspondence to Jill Griffiths, City of Long Beach, Long Beach, CA.

[15] Sanitation Districts of Los Angeles County. Accessed 9 January 2008. Web site. "Joint Water Pollution Control Plant." Available at: http://www.lacsd.org/about/wastewater_facilities/jwpcp/default.asp

[16] City of Long Beach. 1999. *Municipal Code: Public Utilities*. Available at: http://www.longbeach.gov/cityclerk/lbmc/title-15/frame.htm

River. The flood control channels eventually discharge to over 65 shoreline outfalls rimming the coast.[17]

The City is divided into 30 major drainage basins. Within each major basin, there are sub-basins for major drains 36 inches in diameter or larger that have their outfall to a regional drain, regional retention basin, or the harbor. The storm drain system, as managed by the Long Beach Stormwater Management Plan, indicates that the proposed project site lies within Basin 04. Basin 04 is 810 acres and is made up of 426 residential acres, 176 commercial acres, 140 industrial acres, 56 institutional acres, and 12 acres of open space. It is located in the southwestern portion of Long Beach just east of the Los Angeles River and is bound on the north, south, east, and west by Hill Street, 10th Street, Orange Avenue, and the Los Angeles River, respectively. The drainage pattern is from east to west, and one of the two major storm drain systems that serves the basin serves to drain the Hamilton Bowl. This major system originates in one of two pump stations that outfalls into the Los Angeles River through a pump station located between 10th Street and 11th Street that has a maximum operating capacity of 117 cubic feet per second. The pump station located between 10th Street and 11th Street is known as the Cerritos Station, and is owned by the County.[18] The storm drain system for the proposed project site is discussed further in Section 3.7, *Hydrology and Water Quality*, of this EIR.

Water Supply

The City receives its potable (drinking) water supply from two sources. Ownership of water rights allows approximately half of the water supply needs to be produced from groundwater wells located within the City. At the proposed project site, existing water lines that provide potable water would not be disturbed and would continue to serve the site during construction. These water lines include an 8-inch water line in Walnut Avenue, a 6-inch water line in Gaviota Avenue, a 2-inch water line in East Pacific Coast Highway, and a 6-inch water line in Rose Avenue.[19] The other portion of the City's potable (drinking) water supply is treated surface water purchased from the Metropolitan Water District of Southern California.[20]

Currently, there are no existing or proposed reclaim water facilities available to serve the proposed project.[21] Several factors would drive future water demands, including population growth, housing density, employment, and household income. The population of Long Beach is expected to increase 15 percent from the current population of 490,100 to approximately 564,900 by 2030.[22] In order to meet these future water demands, the Long Beach Water Department (LBWD) has partnered with the U.S. Bureau of Reclamation and the Los Angeles Department of Water and Power to construct and

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[17] City of Los Angeles, Department of Public Works. 27 October 2008. *City of Los Angeles Stormwater Program*. Available at: http://www.lastormwater.org/siteorg/general/lastrmdrn.htm

[18] City of Long Beach. August 2001. *Stormwater Management Plan of City of Long Beach*. Available at: http://www.lbstormwater.org/plan/stw-pdfs/LBSWMP_GEOGRAPHIC_CHARACTERISITICS_s3.pdf

[19] Long Beach Water Department. 28 November 2007. Correspondence to Jeffrey Winklepleck, City of Long Beach, Long Beach, CA.

[20] City of Long Beach. Accessed 9 January 2008. Web site. "Long Beach Water." Available at: http://www.lbwater.org/drinking_water/source.html

[21] Long Beach Water Department. 28 November 2007. Correspondence to Jeffrey Winklepleck, City of Long Beach, Long Beach, CA.

[22] City of Long Beach. Accessed 9 January 2008. Web site. "Long Beach Water." Available at: http://www.lbwater.org/drinking_water/source.html

operate the largest and most significant seawater desalination research facility in the United States by 2030.[23]

Solid Waste

Currently, there are eight major facilities permitted to accept solid waste in the County; six are located in the metropolitan Los Angeles area, and two are located in the Antelope Valley.[24] Five sites are privately owned and operated, and three are operated by the sanitation districts. The solid waste facilities in the South Bay and Long Beach area are located in Table 3.13.2-1, *Solid Waste Facilities in the South Bay / Long Beach Area*. In 2005, jurisdictions in the County disposed of an average of approximately 41,000 tons of solid waste per day. Of this amount, approximately 83 percent, or 34,000 tons per day, were disposed in landfills located within the County.[25]

TABLE 3.13.2-1
SOLID WASTE FACILITIES IN THE SOUTH BAY / LONG BEACH AREA[26]

Name/Operator	Address	Open to the Public	Distance to Site
Allied / BFI Waste Systems, Compton / Browning Ferris Industries	2509 West Rosecrans Avenue Los Angeles, CA 90059	Yes	15 miles northwest
Allied / BFI Waste Systems, Falcon / Browning Ferris Industries	3031 East I Street Wilmington, CA 90744	Yes	3.6 miles southwest
American Waste Transfer Station / Consolidated Disposal Service	1449 West Rosecrans Avenue Gardena, CA 90249	Yes	14 miles northwest
Atkinson Brick Company / Azusa Land Reclamation Company	13633 South Central Avenue Los Angeles, CA 90059	Yes	14 miles northwest
Bel-Art Waste Transfer Station / Consolidated Disposal Service	2501 East 68th Street Long Beach, CA 90805	Yes	10 miles north
Carson Transfer Station & Materials Recovery Facility / Waste Management, Inc.	321 West Francisco Street Carson, CA 90745	Yes	10 miles northwest
City of Inglewood Transfer Station / City of Inglewood	222 West Beach Avenue Inglewood, CA 90302	Yes	22 miles northwest

[23] City of Long Beach. Accessed 9 January 2008. *2005 Urban Water Management Plan*. Available at: http://www.lbwater.org/pdf/UWMP/2005UWMP.pdf

[24] County Sanitation Districts of Los Angeles. Accessed 9 January 2008. *2006 Annual Report for Puente Hills Landfill*. Available at: http://www lacsd.org/civica/filebank/blobdload.asp?BlobID=3228

[25] County Sanitation Districts of Los Angeles. Accessed 9 January 2008. *2006 Annual Report for Puente Hills Landfill*. Available at: http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3228

[26] County of Los Angeles Public Works. Accessed 9 January 2008. Web site. "Solid Waste Facilities in Los Angeles County." Available at: http://dpw.lacounty.gov/swims/general/facilities/nearestfacilitylist.asp

TABLE 3.13.2-1
SOLID WASTE FACILITIES IN THE SOUTH BAY / LONG BEACH AREA, Continued

Name/Operator	Address	Open to the Public	Distance to Site
Coastal Material Recovery & Transfer Station / Si-Nor Inc.	357 West Compton Boulevard Gardena, CA 90247	Yes	13 miles northwest
Ray's Trash Box Service / Ray's Trash Box	1070 East Spring Street Long Beach, CA 90806	Yes	
Southeast Resource Recovery Facility / City of Long Beach	120 Henry Ford Avenue Long Beach, CA 90802	No	5.9 miles southwest

Refuse collected by the City, which includes collection at the proposed project site, is burned in the Southeast Resource Recovery Facility (SERRF). The SERRF waste-to-energy site converts waste into energy and generates power for the city and state.[27] The SERRF is located at 120 Henry Ford Avenue, Long Beach, California, roughly 5.9 miles southwest of the proposed project site. The facility has the capacity to hold up to 22,040 tons of waste per day.[28] According to the 2007 Third Quarter Report, during the three months of July, August, and September, 56,021.46 tons of refuse was collected.[29] Based on the daily capacity figure of 22,040 tons a day, the facility should be able to hold, at maximum capacity, approximately 2,049,720 tons per every three months. It is anticipated that waste collected at the proposed project site would be transferred to the SERRF, which has the capacity to service the proposed project site.

3.13.3 Significance Thresholds

The potential for the proposed project to result in impacts related to utilities and service systems was analyzed in relation to the questions contained in Appendix G of the State CEQA Guidelines. The project would normally be considered to have a significant impact to utilities and service systems when the potential for any one of the following seven thresholds occurs:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects

[27] City of Long Beach. Accessed 9 January 2008. Web site. "Environmental Service Bureau." Available at: http://cms.longbeach.gov/irb/home/refuse_collection/automated_collection.htm

[28] Tripp, Charley, Southeast Resource Recovery Facility. 30 November 2007. Telephone correspondence with Allison Kleine, Sapphos Environmental, Inc., Pasadena, CA.

[29] Long Beach. Accessed 9 January 2008. Web site. "Monthly Solid Waste Disposal Quantity Summary by Jurisdictions." Available at: http://dpwprod3.co.la.ca.us/swims/download/rpt_20071130_102022_-1_13.pdf

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

- Lack sufficient water supplies available to serve the project from existing entitlements and resources or will require new or expanded entitlements

- Result in a determination by the wastewater treatment provider that serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments

- Is not served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs

- Does not comply with federal, state, and local statutes and regulations related to solid waste

3.13.4 Impact Analysis

Wastewater Treatment Requirements

The proposed project would be expected to result in significant impacts to utilities related to the exceeding of wastewater treatment requirements of the RWQCB. Because the proposed project is expected to generate additional wastewater that would flow into the existing system, it must be determined which best management practices (BMPs) would be required to control and support the increased discharge of non-potable water from the facility. However, it is expected that neither additional wastewater treatment facilities nor new sewer lines would be required to be constructed.

It is expected that wastewater generated at the proposed project would be treated at the JWPCP located at 24501 Figueroa Street, Carson, California, 90745, approximately 7.5 miles northwest of the proposed project site.[30] The JWPCP is one of the largest wastewater treatment plants in the world and is the largest of the district's wastewater treatment plants. According the County Sanitation District, the facility has the design capacity of 400 million gallons per day (MGD) and currently processes an average flow of 309.6 MGD.[31] The JWPCP currently operates in conformance with the applicable standards of the RWQCB, Los Angeles Region. Although it is anticipated that the LBWD has the capacity to absorb wastewater that would result from the proposed project, LEED elements that will be incorporated within the proposed project would reduce the amount of wastewater from the proposed project site. The proposed project has the potential to impact the wastewater treatment requirements of the RWQCB. Therefore, the proposed project would be expected to result in significant impacts to utilities related to wastewater treatment requirements that would require mitigation.

[30] Sanitation Districts of Los Angeles County. Accessed 9 January 2008. Web site. "Joint Water Pollution Control Plant." Available at: http://www.lacsd.org/about/wastewater_facilities/jwpcp/default.asp

[31] County Sanitation Districts of Los Angeles County. 21 July 2008. Correspondence to Jill Griffiths, City of Long Beach, Long Beach, CA.

Wastewater Treatment Capacity

The proposed project is expected to result in less than significant impacts to utilities and service systems in relation to the construction of new wastewater treatment facilities. The expected average wastewater flow from the proposed project site is 16,834 gallons per day.[32] The proposed project would not generate more wastewater that would overburden the JWPCP's current capacity and require the additional wastewater treatment facilities. Moreover, the proposed project is consistent with regional growth factors that have been accounted for in the JWPCP wastewater treatment capacity allowance.

Storm Drain System

The proposed project would not result in significant impacts related to the need for new or expanded storm water drainage systems. According to proposed project plans, development at the proposed project site is not expected to result in the creation of significant discharge of pollutants into the nearby storm drains or waterways. Controls for storm drain or waterway have been incorporated into the proposed project design pursuant to the NPDES permit issued to the County by the RWQCB and Storm Water Pollution Prevention Plan (SWPPP), and thus would not be expected to result in significant impacts to storm drain systems.

Water Supply

The proposed project would result in significant impacts to utilities and service systems in relation to having sufficient water supplies available to serve the proposed project that would be reduced to below the level of significance with the incorporation of mitigation measures. Existing conditions, as described in the Section 3.7, *Hydrology and Water Quality*, of this EIR, discuss the significant impact to hydrology of the proposed project in relation to surface water quality, ground water discharge, and planned drainage system, and conclude that the capacity of water supply will be indirectly affected. Because a portion of the 19-acre proposed project site is to be covered by impervious materials, groundwater discharge will be reduced, thus reducing the capacity of water supply to be produced from its groundwater wells. Furthermore, it is anticipated that the amount of water demanded over the course of the proposed project's development and its operation may be equal to, if not greater than, the amount of water needed to serve a 500-dwelling unit project. The source of the expected increase in water usage during the constructional and operational phases of the proposed project would be due primarily to the development of a kitchen, swimming pools, fields that require watering, and bathroom facilities.

Although the proposed project would entail LEED elements, the anticipated increase in water usage of the proposed project may contribute to the increase in demand for water supplies. Although the LBWD, U.S. Bureau of Reclamation, California Department of Water Resources, and the Los Angeles Department of Water and Power have partnered to construct and operate the largest and most significant seawater desalination research facility in the United States by 2030,[33] the short-term needs of a water supply from the proposed project may require further mitigation. Therefore, the proposed project would be expected to result in significant impacts to utilities and service systems related to insufficient water supplies that would require mitigation.

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[32] County Sanitation Districts of Los Angeles County. 21 July 2008. Correspondence to Jill Griffiths, City of Long Beach, Long Beach, CA.

[33] City of Long Beach. Accessed 9 January 2008. *2005 Urban Water Management Plan*. Available at: http://lbwd-desal.org/

Solid Waste

Implementation of the proposed project would be expected to result in utilities and service systems impacts related to solid waste to be reduced to below the level of significance due to elements within the project design and the incorporation of mitigation measures. Existing conditions describe that the collection and burning of solid waste at the proposed project site would be supported by the SERRF. It is anticipated that the amount of solid waste to be generated during and after development at the proposed project site would not exceed the facility's carrying capacity of 22,040 tons of waste per day. Further analysis also supports that the amount of solid waste to be generated at the proposed project site would be able to be collected and disposed of at the other major solid waste facilities without over exceeding their respective carrying capacities, if infeasible to do so at the SERRF.

The existence of solid waste facilities is part of the response to California regulations that require compliance with specific goals associated with the disposal, treatment, reduction, and diversion of waste. AB 939 requires the County to attain specific waste diversion goals, while the California Solid Waste Reuse and Recycling Access Act of 1991 requires expanded or new development projects to incorporate storage areas for recycling bins into the existing design. BMPs, LEED elements, and sustainable practices that have been incorporated in the program design and would influence construction and operations at the facility would further reduce the amount of solid waste accumulated at the proposed project site.

Cumulative Impacts

The incremental impact of the proposed project, when added to the related past, present, or reasonably foreseeable, probable future projects (Table 2.8-1) would not result in cumulative impacts related to utilities and service systems. Based on existing capacities and projected changes to the capacities of the proposed project's water supply, wastewater treatment, and solid waste treatment, the mitigation measures required would be adequate to address these changes. The mitigation measures would be based upon BMPs already applied in compliance with the RWQCB, SWPPP, and the NPDES. Therefore, no cumulative impacts from storm drain systems, water supply, and wastewater treatment would be expected to occur.

3.13.5 Mitigation Measures

Measure Utilities-1

The City of Long Beach shall require the construction contractor to comply with the California Department of Transportation construction site best management practices, as identified in the *Storm Water Quality Handbook Best Management Practices Manual*, when installing or repairing wastewater treatment facilities. The City of Long Beach Department of Development Services shall require the construction contractor to implement best management practices consistent with National Pollutant Discharge Elimination System Permit No. CAS 004003 to reduce transport of pollutants of concern from the construction site to the storm drainage and waterway system for each construction phase of the project, as well as during operation of the project. The construction contractor for each phase of the project shall be required to submit a Standard Urban Storm Water Management Plan to the City of Long Beach for review and approval at least 30 days prior to the anticipated need for a grading permit. The Department of Development Services shall monitor construction to ensure compliance with National Pollutant Discharge Elimination System Permit No. CAS 004003.

Measure Utilities-2

The City of Long Beach has incorporated Leadership in Energy and Environmental Design elements into the project that would reduce the potable water demand at the site and increase the efficiency of the water used for the project. The applicant shall demonstrate to the satisfaction of the City of Long Beach Department of Development Services that consultation with the County of Los Angeles and Long Beach Water Department is conducted to incorporate other best management practices to address the increase in water demand, with the potential of implementing ordinances and regulations that would promote the efficient use of water at the project site. Degradation of water quality during construction of the project shall be reduced to below the level of significance through the requirement to conduct a detailed hydrology study based on the final site plans and to implement the recommendations, or comparable measures, into the plans and specifications for each project element prior to final approval by the City of Long Beach Department of Development Services. A Senate Bill 610 water supply assessment or comparable study shall be prepared by a certified civil engineer, and a draft report, including recommendations, shall be submitted to the Department of Development Services for review. The Department of Development Services shall provide comments, if any, within 14 days of receiving the draft hydrology study.

Measure Utilities-3

The applicant shall demonstrate to the satisfaction of the City of Long Beach Department of Development Services that at least 50 percent of the construction solid waste from the project is being diverted to comply with applicable federal, state, and local statutes related to solid waste and reduce direct and cumulative impacts from construction to below the level of significance. To ensure conformance with the Solid Waste Management Act of 1989, the City of Long Beach shall further require the construction contractor to manage the solid waste generated during construction of each element of the project by diverting at least 50 percent of it from disposal in landfills, particularly Class III landfills, through source reduction, reuse, and recycling of construction and demolition debris. The construction contractor shall submit a construction Solid Waste Management Plan to the City of Long Beach prior to construction of the project. The construction contractor shall demonstrate compliance with the Solid Waste Management Plan through the submission of monthly reports during demolition activities that estimate the total solid waste generated and diversion of 50 percent of the solid waste.

3.13.6 Level of Significance after Mitigation

Implementation of mitigation measures Utilities-1 through Utilities-3 would reduce significant impacts to utilities and service systems to below the level of significance.

SECTION 4.0
ALTERNATIVES TO THE PROPOSED PROJECT

This section of the Environmental Impact Report (EIR) describes alternatives to the proposed Kroc Community Center (proposed project). Alternatives have been analyzed consistent with the recommendations of Section 15126.6 of the State California Environmental Quality Act Guidelines (State CEQA Guidelines), which require the evaluation of a range of reasonable alternatives to the proposed project, or to the location of the proposed project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the proposed project, and evaluation of the comparative merits of the alternatives. The discussion of alternatives is intended to focus on the following criteria:

- Alternatives to the project or its location that may be capable of avoiding or substantially reducing any significant effects that a project may have on the environment

- Alternatives capable of accomplishing most of the basic objectives of the project and potentially avoid or substantially lessen one or more of the significant effects

- The provision of sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project

- The no project analysis of what would be reasonably expected to occur in the foreseeable future if the project were not approved

Pursuant to Section 15126.6(e)(2) of the State CEQA Guidelines, if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the feasible action alternatives. The analysis of alternatives should be limited to those that the City of Long Beach (City) determines could feasibly attain most of the basic objectives of the project. Section of 15364 of the State CEQA Guidelines defines feasibility as capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

Alternatives addressed in this EIR were derived from work undertaken by the City, as well as from comments that were received in response to the Notice of Preparation of the EIR and the comments provided by interested parties who attended the public scoping meeting.

During the alternatives review phase, several alternatives were determined to be non-feasible and thus are not analyzed in this EIR. An alternative to extend the proposed project frontage south onto East Pacific Coast Highway was determined to be infeasible do to the fact that the project description and site plan does not include this area. Furthermore, the properties that border the site along East Pacific Coast Highway are privately owned and operated. While the City encourages activities that will enhance the properties surrounding the proposed project site, acquisition of the properties for the proposed project is not an issue that has been considered or analyzed in the EIR.

Furthermore, it has been noted that the neighboring parcels west of Walnut Avenue and north of East Pacific Coast Highway have been acquired by the Redevelopment Agency for Long Beach City College; however, the acquisition of these properties would not include the acquisition of the proposed site or the development of the commercial properties bordering the southern end of the proposed project site.

The resulting range of alternatives considered in this EIR consists of:

1. No Project Alternative
2. Reduced Site Alternative
3. Alternate Site Alternative (former Sports Park site)
4. Enhance Existing Facilities Alternative

The effectiveness of each of the alternatives to achieve the basic objectives of the proposed project has been evaluated in relation to the statement of objectives described in Section 2, *Project Description*, of this EIR. A summary of the ability of the proposed project and alternatives under consideration to meet the objectives of the project is presented in Table 4-1, *Summary of Proposed Project and Alternatives' Ability to Attain Project Objectives*. As shown in Table 4-1, the proposed project would meet all of the basic objectives of the City. Although the No Project Alternative is not capable of meeting most of the basic objectives of the proposed project, it has been analyzed, as required by CEQA.

TABLE 4-1
SUMMARY OF PROPOSED PROJECT AND ALTERNATIVES' ABILITY TO ATTAIN PROJECT OBJECTIVES

Objective	Proposed Project	No Project	Alternative No. 1: Reduced Site	Alternative No. 2: Alternate Site (former Sports Park site)	Alternative No. 3: Enhance Existing Facilities
1. Provide a safe recreational facility that meets the needs and interests of the residents in an underserved community.	Yes	No	Yes	Yes	Yes
2. Provide services to underserved individuals in the central area of the City of Long Beach and the southwestern portion of the City of Signal Hill. The primary service area would be U.S. Census Tract Numbers 5733.00, 5752.02, 5751.01, 5751.02, and 5752.01 in the City of Long Beach, and 5734.02 in the City of Signal Hill.	Yes	Yes (but very limited)	Yes	No	Yes
3. Contain the passive and active recreation for a minimum of 32,000 square feet of gymnasium, 25,000 square feet for aquatic recreation, and 4 acres of playing fields.	Yes	No	No	Yes	No

TABLE 4-1
SUMMARY OF PROPOSED PROJECT AND ALTERNATIVES' ABILITY TO ATTAIN PROJECT OBJECTIVES, Continued

Objective	Proposed Project	No Project	Alternative No. 1: Reduced Site	Alternative No. 2: Alternate Site (former Sports Park site)	Alternative No. 3: Enhance Existing Facilities
4. Have the ability to provide educational programming for a minimum of 300 adults and 100 children at one time and the capacity to serve a minimum of 100 families within the same facility.	Yes	No	No	Yes	No
5. Offer social programs (such as job training, family resources, and health seminars) to accommodate up to 450 people at one time.	Yes	No	No	Yes	No
6. Be accessible to public transit.	Yes	Yes	Yes	Yes	Yes
7. Encourage positive social and recreational opportunities to an ethnically diverse community.	Yes	No	Yes	Yes	Yes
8. Stimulate stability and growth in an economically challenged neighborhood.	Yes	No	Yes	Yes	Yes
9. Create a sustainable facility that reflects the requirements of the City of Long Beach interim Green Building Requirements for Private Development.	Yes	No	Yes	No	No
10. Be consistent with Kroc Foundation Grant requirements.	Yes	No	Yes	Yes	No
11. Be consistent with National Pollutant Discharge Elimination System permit requirements.	Yes	Yes	No	Yes	Yes

4.1 NO PROJECT ALTERNATIVE

4.1.1 Alternative Components

There are no components to the No Project Alternative. The components of the proposed project would not be carried forward in the No Project Alternative. The Hamilton Bowl / Chittick Field site would remain undeveloped and would retain its current use as a storm water detention basin for the City of Signal Hill and the City and as a general recreational area for seasonal sports by the surrounding community. The structures on the site would remain in place, and there would be no construction-related activities at the site.

4.1.2 Objectives and Feasibility

Under the No Project Alternative, the objectives of the project would not be met. The proposed project would not be constructed and, as shown in Table 4-1, a safe recreational facility that meets

the needs and interests of the residents in an underserved community would not be available to the residents of the City and the southwestern portion of the City of Signal Hill.

The No Project Alternative would not enhance the recreational, educational, or social needs of the neighboring community; nor would the No Project Alternative provide patrons to engage in a diverse collection of opportunities that address the interests of the community and support personal and economic growth. Further, the No Project Alternative would neither reflect the requirements of the interim Green Building Requirements for Private Development nor the Kroc Foundation Grant requirements.

4.1.3 Construction Scenario

Under the No Project Alternative, no construction would occur. Therefore, no environmental impacts related to construction would occur.

4.1.4 Comparative Impacts

Aesthetics

Unlike the proposed project, the No Project Alternative would not have the potential to result in significant impacts to aesthetics. The No Project Alternative would retain the site's existing 19 acres of undeveloped land without additional construction, operation, or maintenance associated with new construction, therefore avoiding any visible obstruction of scenic vistas or resources present in the surrounding area from sensitive viewpoints. As with the proposed project, the No Project Alternative would avoid substantial damage to scenic resources within a state scenic highway. Similarly, the No Project Alternative would avoid any potential adverse effects of lighting and glare as well as inconsistency of the building with surrounding visual character due to the absence of interior and exterior lighting, potentially reflective building materials, and divergent design plans. In addition, the No Project Alternative would avoid demolition of the Low-flow Pump Station, a historical resource pursuant to CEQA, therefore preventing any significant impact to the existing visual character of the site. Since there would be no impacts to aesthetics with the No Project Alternative, implementation of Measure Cultural-2 specified for the proposed project would not be required.

Air Quality

Unlike the proposed project, the No Project Alternative would not have the potential to result in significant impacts to ambient air quality. The No Project Alternative would not involve any construction, operation, or maintenance activities beyond the baseline condition. The No Project Alternative would not require grading or the use of construction equipment or mobile or stationary facilities, thus avoiding any potentially significant impacts to air quality from fugitive dust emissions, NO_x emissions, or the possible release of volatile organic compounds (VOCs) or greenhouse gases. The No Project Alternative would not have the potential to conflict with the Air Quality Management Plan, violate any existing air quality standard, result in a cumulatively considerable net increase of criteria pollutants, expose sensitive receptors to substantial pollutant concentrations, or create objectionable odors. Unlike the proposed project, the No Project Alternative would avoid potential short-term construction-related significant impacts to air quality that would result from emissions from short-term construction equipment and long-term vehicular emissions from the anticipated increase in vehicle miles traveled to the proposed project by employees, clients, and visitors. Since there would be no impacts to ambient air quality with the

No Project Alternative, implementation of Measures Air-1 through Air-10 specified for the proposed project would not be required.

Biological Resources

As with the proposed project, the No Project Alternative would not have the potential to result in significant impacts to biological resources. The No Project Alternative would not involve any construction, operation, or maintenance activities beyond the baseline conditions. As documented during site assessments performed in October 2007, several lepidopteran species were observed at the proposed project site and while the site area was noted as being disturbed and composed of ruderal non-native species, the site was determined to be suitable to support common butterfly species.[1] As such, the No Project Alternative would avoid affecting any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USFWS), and any riparian habitat or other sensitive species or natural community identified in local or regional plans, policies, regulations or by CDFG or USFWS. The No Project Alternative would not have the potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan. As with the proposed project, there would be no impacts to biological resources with the No Project Alternative, and no mitigation measures would be required.

Cultural Resources

Unlike the proposed project, the No Project Alternative would not have the potential to result in significant impacts to cultural resources. The No Project Alternative would not involve any construction, operation, or maintenance activities beyond the baseline conditions. As such, there would be no excavations or disturbance of the existing site and the No Project Alternative would not be expected to result in significant impacts to cultural resources related directly or indirectly to the destruction of a unique paleontological resource or unique geologic feature. The No Project Alternative would not result in the physical demolition, destruction, relocation, or alteration of a resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. Unlike the proposed project, the No Project Alternative would not require demolition of the Low-flow Pump Station. Finally, the No Project Alternative would not involve any ground-disturbing activities that could result in the potential disruption of an unanticipated encounter of human remains. Since there would be no impacts to cultural resources with the No Project Alternative, implementation of Measures Cultural-1 through Cultural-3 specified for the proposed project would not be required.

Geology and Soils

Unlike the proposed project, the No Project Alternative would not have the potential to result in significant impacts to geology and soils. The No Project Alternative would not involve any construction activities beyond the baseline conditions. The No Project Alternative would not require grading, thus avoiding any potentially significant impacts to geology and soils with respect to erosion or loss of topsoil from fugitive dust. The No Project Alternative would not have the potential to expose people or structures to substantial adverse effects, result in substantial erosion

[1] Sapphos Environmental, Inc. 22 October 2008. Memorandum for the Record, 1222-004, No. 3. Pasadena, CA.

or loss of topsoil, be located on a geologic unit or soil that is unstable, be located on expansive soil, or have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available. Unlike the proposed project, the No Project Alternative would avoid potential significant impacts to geology and soils that would result from a location near a known earthquake fault, or erosion due to grading activities. Since there would be no impacts to geology and soils with the No Project Alternative, implementation of Measures Geology-1 through Geology-3 specified for the proposed project would not be required.

Hazards and Hazardous Materials

Unlike the proposed project, the No Project Alternative would not have the potential to result in significant impacts related to hazards and hazardous materials. The No Project Alternative would not involve any construction activities beyond the baseline conditions. The No Project Alternative would not release hazardous materials into the environment; cause hazardous emissions within 0.25 mile of a school; be located on a hazardous materials site; be located within 2 miles of a private airstrip; interfere with an emergency plan; or expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Unlike the proposed project, the No Project Alternative would not have the potential to result in significant impacts to the public or the environment related to the routine transport, use, or disposal of hazardous materials or be located near a public airport. Since there would be no potential impacts related to hazards and hazardous materials with the No Project Alternative, implementation of Measures Hazards-1 through Hazards-4 specified for the proposed project would not be required.

Hydrology and Water Quality

Unlike the proposed project, the No Project alternative would not have the potential to result in significant impacts to hydrology. The No Project Alternative would retain the site's existing 19 acres of undeveloped land without additional construction, operation, demolition, clearing, stockpiling of soils and materials, concrete pouring, landscaping, maintenance, and other activities associated with the proposed project that would create short-term impacts on surface water quality. Similarly, the No Project Alternative would avoid any potential adverse effects on drainage and groundwater supplies due to the absence of a need for drainage from the proposed project site and need to alleviate any erosion or siltation due to the implementation of the proposed project. The No Project Alternative also avoids any significant impact on hydrology related to the 100-year flood zone, seiche, tsunamis, and mudflows. Since there would be no potential impacts to hydrology and water quality with the No Project Alternative, implementation of Measures Hydrology-1 through Hydrology-3 specified for the proposed project would not be required.

National Pollutant Discharge Elimination System (NPDES)

Unlike the proposed project, the No Project Alternative would not have the potential to result in significant impacts related to NPDES. The No Project Alternative would not involve any construction, operation, or maintenance activities beyond the baseline conditions. Unlike the proposed project, the No Project Alternative would not result in the loss of pervious surfaces. The proposed project would include upgrades to the drainage infrastructure to accommodate the proposed project and to improve drainage from the proposed project site. Unlike the proposed project, the No Project Alternative would not include upgrades to the drainage infrastructure to accommodate the proposed project and to improve drainage from the proposed project site and would maintain the site as it currently exists. Unlike the proposed project, the No Project Alternative would avoid impacts to storm drain and waterway in the form of additional pollutants

to storm water runoff generated by an increase in vehicular trips on roadways and driveways, and the associated increase in parking surrounding the proposed project site. Since there would be no impacts to NPDES with the No Project Alternative, implementation of Measure NPDES-1 specified for the proposed project would not be required.

Land Use and Planning

Unlike the proposed project, the No Project Alternative would not have the potential to result in significant impacts to land use and planning. The No Project Alternative would not involve any construction, operation, or maintenance activities beyond the baseline conditions. Therefore, the No Project Alternative would not physically divide an established community. Unlike the proposed project, the No Project Alternative would not result in the demolition of the Low-flow Pump Station, a historical resource. Therefore, the No Project Alternative would not conflict with a policy in the City General Plan concerning preservation of historic homes and buildings. The No Project Alternative area would not be located in an area proposed or adopted as part of a Habitat Conservation Plan.[2] The No Project Alternative area is not located in an area proposed or adopted as part of a natural community conservation plan.[3] Therefore, the No Project Alternative would not conflict with any applicable Habitat Conservation Plan or natural community conservation plan. Since there would be no impacts to land use and planning with the No Project Alternative, implementation of Measure Cultural-2 specified for the proposed project would not be required.

Noise

Unlike the proposed project, the No Project Alternative would not have the potential to result in significant impacts related to noise. The No Project Alternative would not involve any construction, operation, or maintenance activities beyond the baseline conditions. Therefore, unlike the proposed project, the No Project Alternative would not result in potentially significant impacts to noise related to temporary increases in ambient noise due to construction. The No Project Alternative would also avoid long-term increases in ambient noise levels related to outdoor activity and parking that exceed applicable standards. As with the proposed project, the No Project Alternative would not be located within an airport plan or within 2 miles of a public airport or public use airport. The No Project Alternative would also not be located within the vicinity of a private airstrip. Since there would be no impacts related to noise with the No Project Alternative, implementation of Measures Noise-1 through Noise-9 specified for the proposed project would not be required.

Recreation

As with the proposed project, the No Project Alternative would not have the potential to result in significant impacts in relation to recreation. The No Project Alternative would not involve any construction, operation, or maintenance activities beyond the baseline conditions. As with the proposed project, the No Project Alternative would not result in significant impacts in relation to the accelerated physical deterioration of existing neighborhood recreational facilities. As with the proposed project, the No Project Alternative would not have the potential to result in significant impacts to recreation related to the construction or expansion of recreational facilities that may

[2] City of Long Beach, Department of Planning and Building. 1973. *City of Long Beach General Plan, Conservation Element.* Long Beach, CA.

[3] California Department of Fish and Game. Accessed 28 June 2007. Web site. "Natural Community Conservation Planning." Sacramento, CA. Available at: http://www.dfg.ca.gov/nccp/

have an adverse physical effect on the environment. Unlike the proposed project, the No Project Alternative would avoid demolition of a historical resource (the Low-flow Pump Station), which has been identified on the proposed project site, thus avoiding the significant indirect impact associated with the proposed project. Since there would be no impacts to recreation with the No Project Alternative in relation to its impact to recreation, implementation of Measure Cultural-2 specified for the proposed project would not be required.

Traffic and Transportation

Unlike the proposed project, the No Project Alternative would not have the potential to result in impacts to traffic and transportation. The No Project Alternative would not involve any construction, operation, or maintenance activities beyond the baseline conditions. Therefore, the No Project Alternative would avoid potential temporary significant impacts to traffic that would result from the construction of the proposed project. Unlike the proposed project, the No Project Alternative would not generate any additional traffic. Therefore, the No Project Alternative would not adversely impact the level of service (LOS) at any of the 12 key study intersections and would avoid significant impacts in relation to the acceptable LOS at key study intersections. As with the proposed project, the No Project Alternative would not result in impacts to transportation and traffic related to a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Unlike the proposed project, the No Project Alternative would not include a design feature or incompatible uses that would substantially increase hazards. In addition, the No Project Alternative would not generate any additional trips and would not result in impacts to emergency vehicle access/egress or alter any existing emergency access routes. Furthermore, the No Project Alternative would not increase the capacity for visitors and would not result in impacts in terms of inadequate parking capacity. Unlike the proposed project, the No Project Alternative would not incorporate measures designed to encourage alternative transportation. However, the No Project Alternative would not conflict with adopted policies, plans, or programs supporting alternative transportation. Since there would be no impacts to traffic and transportation with the No Project Alternative, implementation of Measures Transportation-1 and Transportation-2 specified for the proposed project would not be required.

Utilities and Service Systems

Unlike the proposed project, the No Project Alternative would not have the potential to result in potentially significant impacts related to utilities and service systems. The No Project Alternative would not involve any construction, operation, or maintenance activities beyond the baseline conditions. Unlike the proposed project, the No Project Alternative would not be is expected to generate additional wastewater that would flow into the existing system, and as such, the No Project Alternative would not be expected to result in significant impacts to utilities related to the exceeding of wastewater treatment requirements of the California Regional Water Quality Control Board (RWQCB). As with the proposed project, the No Project Alternative would not generate more wastewater that would overburden the Joint Water Pollution Control Plant's (JWPCP) current capacity and require the additional wastewater treatment facilities. Further, like the proposed project, the No Project Alternative would not have the potential to result in significant impacts related to the storm drain system or water supply. Unlike the proposed project, the No Project Alternative would not result in impacts related to the wastewater treatment capacity or solid waste. Since there would be no impacts to utilities and service systems with the No Project Alternative, implementation of Measures Utilities-1 through Utiliities-3 specified for the proposed project would not be required.

4.2 ALTERNATIVE 1: REDUCED SITE ALTERNATIVE

4.2.1 Alternative Components

Under the Reduced Site Alternative, the proposed project would be constructed at the proposed location, but at a reduced scale of 15 percent less than the proposed 19-acre project site. The Reduced Site Alternative would develop up to 5.95 acres of the proposed project site for the development of a roughly 144,956-square-foot building, which would sit atop approximately 259,182 square feet of raised building pads.

4.2.2 Objectives and Feasibility

As shown in Table 4-1, the Reduced Site Alternative would be capable of meeting some of the objectives identified by the City. This alternative would provide for a safe recreational facility that meets the needs and interests of the residents in an underserved community and would be available to the residents of the City and the southwestern portion of the City of Signal Hill. However, at the reduced scale, the Reduced Site Alternative may offer special programs (such as job training, family resources, and health seminars) but would only be able to accommodate a maximum of 382 people or less at a time opposed to the desired 450 people. The Reduced Site Alternative would also have the ability to provide educational programming for a smaller number of adults and children at any one time as opposed to 300 adults and 100 children. Under this reduced alternative, the Reduced Site Alternative would be able to contain the passive and active recreation for a minimum of 27,200 square feet of gymnasium, 21,250 square feet for aquatic recreation, and 3.4 acres of playing fields as opposed to the 32,000 square feet of gymnasium, 25,000 square feet for aquatic recreation, and 4 acres of playing fields currently proposed.

4.2.3 Construction Scenario

Under the Reduced Site Alternative, construction would occur; however, the amount of construction-related activities would be reduced from the proposed project. As with the proposed project, this alternative would require the demolition of the Low-flow Pump Station and Public Restrooms. Although the amount of construction would be reduced, the proposed project elements and construction-related activities at the site would be comparable to the proposed project and environmental impacts would still occur.

4.2.4 Comparative Impacts

Aesthetics

As with the proposed project, the Reduced Site Alternative would have the potential to result in significant impacts to aesthetics. Like the proposed project, the Reduced Site Alternative avoids substantial damage to scenic resources within a state scenic highway and would not result in significant impacts related to scenic resources. The Reduced Site Alternative would involve the construction of a recreational facility and construction, operation, and maintenance activities beyond the baseline conditions, including demolition of the historically designated Low-flow Pump Station, thus resulting in potentially long-term significant impacts to the visual character of the site. As with the proposed project, the Reduced Site Alternative would not involve potential adverse effects of lighting and glare because the proposed construction of the parking lot and usage of security and walkway lighting would not significantly contribute to increased nighttime lighting levels. As such, the Reduced Site Alternative would not create a substantial increase in the amount

of glare to the already lit, urbanized setting of the proposed project area. Since there would be potential impacts to aesthetics with the Reduced Site Alternative, implementation of Measure Cultural-2 specified for the proposed project would be required.

Air Quality

As with the proposed project, the Reduced Site Alternative would have the potential to result in significant impacts to ambient air quality. The Reduced Site Alternative would involve construction, operation, and maintenance activities beyond the baseline conditions. The Reduced Site Alternative would require grading and the use of construction equipment, mobile equipment, and stationary facilities, thus resulting in potentially significant impacts to air quality from fugitive dust emissions, NO_x emissions, or the possible release of VOCs or greenhouse gases. The Reduced Site Alternative would have the potential to conflict with the Air Quality Management Plan, violate any existing air quality standard, result in a cumulatively considerable net increase of criteria pollutants, expose sensitive receptors to substantial pollutant concentrations, and create objectionable odors. As with the proposed project, the Reduced Site Alternative would have the potential for significant impacts to air quality as a result of short-term construction equipment emissions and long-term vehicular emissions from the anticipated increase in vehicle miles traveled to the recreational facility by employees and visitors. Since there would be potential impacts to ambient air quality with the Reduced Site Alternative, it is expected that implementation of Measures Air-1 through Air-10 specified for the proposed project would be required.

Biological Resources

As with the proposed project, the Reduced Site Alternative would not have the potential to result in significant impacts to biological resources. As previously noted, although the site is disturbed and comprised of ruderal non-native species, several lepidopteran species were observed at the proposed project site.[4] This Reduced Site Alternative would involve construction that disturbs the existing environmental setting but at a reduced scale of 15 percent. Furthermore, this alternative would entail the same elements as the proposed project. Specifically, landscaping at the reduced project site would be consistent with the plant species and vegetation for the area. Planting of vegetation would consist of plant species that would continue to support the presence of the identified lepidopteran (specifically butterfly) species at the proposed project site, as well as the additional wildlife that would be supported by these plants.[5] As such, the Reduced Site Alternative would avoid affecting species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFG or USFWS, and any riparian habitat or other sensitive species or natural community identified in local or regional plans, policies, regulations or by CDFG or USFWS. The Reduced Site Alternative would not have the potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan. As with the proposed project, there would be no impacts to biological resources with the Reduced Site Alternative, and no mitigation measures would be required.

[4] Sapphos Environmental, Inc. 22 October 2008. Memorandum for the Record, 1222-004, No. 3. Pasadena, CA.

[5] Sapphos Environmental, Inc. 22 October 2008. Memorandum for the Record, 1222-004, No. 3. Pasadena, CA.

Cultural Resources

As with the proposed project, the Reduced Site Alternative would have the potential to result in significant impacts to cultural resources. Like the proposed project, the Reduced Site Alternative would entail the same project elements as those described in the proposed project. Although the construction-related activity would be conducted at a reduced scale, the Reduced Site Alternative would entail construction-related activities including excavation and ground disturbance, and would require the demolition of the Low-flow Pump Station and Public Restrooms. As with the proposed project, the Reduced Site Alternative would include excavations and disturbance of the existing site that would have the potential to result in significant impacts to cultural resources related directly or indirectly to the destruction of a unique paleontological resource or unique geologic feature. Also like the proposed project, the Reduced Site Alternative would entail physical demolition, destruction, relocation, or alteration of a resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. As previously mentioned, the Reduced Site Alternative would require demolition of the Low-flow Pump Station. Also like the proposed project, the Reduced Site Alternative would involve ground-disturbing activities that could result in the potential disruption of an unanticipated encounter of human remains. Since there would be potential impacts to cultural resources with the Reduced Site Alternative, implementation of Measures Cultural-1 through Cultural-3 specified for the proposed project would be required.

Geology and Soils

As with the proposed project, the Reduced Site Alternative would have the potential to result in significant impacts to geology and soils. The Reduced Site Alternative would involve construction activities beyond the baseline conditions. The Reduced Site Alternative would require grading, thus resulting in potentially significant impacts to geology and soils with respect to erosion or loss of topsoil from fugitive dust. The Reduced Site Alternative would not be expected to be located on a geologic unit or soil that is unstable, be located on expansive soil, or have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available. As with the proposed project, the Reduced Site Alternative would have the potential to expose people or structures to substantial adverse effects due to location near a known earthquake fault and would have the potential to result in substantial erosion or loss of topsoil due to grading activities. Since there would be potential impacts to geology and soils with the Reduced Site Alternative, it is expected that implementation of Measures Geology-1 through Geology-3 specified for the proposed project would be required.

Hazards and Hazardous Materials

As with the proposed project, the Reduced Site Alternative would have the potential to result in significant impacts related to hazards and hazardous materials. The Reduced Site Alternative would involve construction activities beyond the baseline conditions. The Reduced Site Alternative would require less construction than the proposed project, but could still result in potentially significant impacts to hazards and hazardous materials with respect to the routine transport, use, or disposal of hazardous materials due to any fuels, lubricants, or other construction-related hazardous materials that may be used. The Reduced Site Alternative would not be expected to release hazardous materials into the environment; cause hazardous emissions within 0.25 mile of a school; be located on a hazardous materials site; be located within 2 miles of a private airstrip; interfere with an emergency plan; or expose people or structures to a significant risk of loss, injury, or death involving wildland fires. As with the proposed project, the Reduced Site Alternative would have

the potential to result in significant impacts to the public or the environment related to the routine transport, use, or disposal of hazardous materials and location near a public airport. Since there would be potential impacts related to hazards and hazardous materials with the Reduced Site Alternative, it is expected that implementation of Measures Hazards-1 through Hazards-4 specified for the proposed project would be required.

Hydrology and Water Quality

As with the proposed project, the Reduced Site Alternative would have the potential to result in significant impacts to hydrology. The Reduced Site Alternative would involve activities associated with the proposed project's construction such as demolition, clearing, stockpiling of soils and materials, concrete pouring, and landscaping, thus creating short-term impacts on surface water quality. As with the proposed project, the Reduced Site Alternative would have the potential to violate drainage standards because the 10th Street storm drain intended to support the proposed project would not have enough capacity to pass a 50-year design storm; however, like the proposed project, the Reduced Site Alternative would entail design features that would avoid this significant impact. Like the proposed project, the Reduced Site Alternative would not have the potential to result in significant impacts to ground water supplies or recharge due to the distance of these areas from the proposed project site. As with the proposed project, the Reduced Site Alternative would not have the potential to resulting impacts related to a 100-year flood or seiche, tsunamis, or mudflows. Since there would be potential impacts to hydrology and water quality with the Reduced Site Alternative, it is expected that implementation of Measures Hydrology-1 through Hydrology-3 specified for the proposed project would be required.

National Pollutant Discharge Elimination System (NPDES)

As with the proposed project, the Reduced Site Alternative would have the potential to result in significant impacts related to NPDES. As with the proposed project, the Reduced Site Alternative would involve construction, operation, or maintenance activities beyond the baseline conditions. As with the proposed project, the Reduced Site Alternative would include upgrades to the drainage infrastructure to accommodate the proposed project and to improve drainage from the proposed project site. As with the proposed project, the Reduced Site Alternative would include construction of facilities that would result in significant impacts from the loss of pervious surfaces. As with the proposed project, the Reduced Site Alternative would result in less than significant impacts to storm drain and waterway in the form of additional pollutants to storm water runoff generated by an increase in vehicular trips on roadways and driveways and the associated increase in parking surrounding the proposed project site. Since there would be potential impacts to NPDES with the Reduced Site Alternative, implementation of Measure NPDES-1 specified for the proposed project would be required.

Land Use and Planning

As with the proposed project, the Reduced Site Alternative would have the potential to result in significant impacts related to land use and planning. As with the proposed project, the Reduced Site Alternative would be developed in a manner that is consistent with the surrounding community. Therefore, the Reduced Site Alternative would not physically divide a community. As with the proposed project, the Reduced Site Alternative would result in the demolition of the Low-flow Pump Station, a historical resource, and as a result would conflict with a policy in the City General Plan concerning preservation of historic homes and buildings. The Reduced Site Alternative would not be located in an area proposed or adopted as part of a Habitat Conservation

Plan[6] or in an area proposed or adopted as part of a natural community conservation plan.[7] Therefore, the Reduced Site Alternative would not conflict with any applicable Habitat Conservation Plan or natural community conservation plan. Since there would be potential impacts to land use and planning in terms of demolition of a historic resource that would conflict with a policy in the City General Plan, the Reduced Site Alternative would have result in a potentially significant impact to land use and planning. As with the proposed project, implementation of Measure Cultural-2 would be expected to reduce anticipated significant impacts to land use and planning resulting from construction of the Reduced Site Alternative to the maximum extent feasible; however, as with the proposed project, demolition of the historical resource would remain a significant impact to land use and planning due to its conflict with the City General Plan. Since there would be potential impacts to land use and planning with the Reduced Site Alternative, implementation of Measure Cultural-2 specified for the proposed project would be required.

Noise

As with the proposed project, the Reduced Site Alternative would have the potential to result in significant impacts related to noise. Construction of the Reduced Site Alternative would be similar to the proposed project, but would occur on a smaller scale. While the duration of the construction of the Reduced Site Alternative would be slightly less than that of the proposed project due to its smaller scale, the peak noise levels of construction would remain the same as those anticipated for the proposed project. As with the proposed project, the construction of the Reduced Site Alternative would result in a substantial temporary increase in ambient noise levels in the vicinity of the proposed alternative's site area on an intermittent basis. Operational noise levels would also be comparable to the proposed project but slightly reduced as a result of less traffic noise and less noise due to a reduced occupancy level. As with the proposed project, ambient noise increases due to outdoor activity and parking activity associated with the Reduced Site Alternative would also result in significant impacts in terms of a permanent increase in ambient noise levels. Since there would be potential impacts related to noise with the Reduced Site Alternative, implementation of construction phase Measures Noise-1 through Noise-7 and operation phase Measures Noise-8 and Noise-9 specified for the proposed project would be required.

Recreation

As with the proposed project, the Reduced Site Alternative would have the potential to result in significant impacts to recreation. Like the proposed project, the Reduced Site Alternative would involve construction, operation, and maintenance activities beyond the baseline conditions. The Reduced Site alternative lead to minimal physical deterioration of the nearby parks due to loss of public access to existing facilities, as well as reduce the amount of recreational field space available for sports and recreational activities during the construction phase. As with the proposed project, the Reduced Site Alternative would not have the potential to result in significant impacts to recreation related to the construction or expansion of recreational facilities that may have an adverse physical effect on the environment. As with the proposed project, the Reduced Site Alternative includes the construction of recreational facilities that would result in the demolition of a historical resource, the Low-flow Pump Station that has been identified on the proposed project site. Therefore, the Reduced Site Alternative would result in the same significant indirect impact

[6] City of Long Beach, Department of Planning and Building. 1973. *City of Long Beach General Plan, Conservation Element.* Long Beach, CA.

[7] California Department of Fish and Game. Accessed 28 June 2007. Web site. "Natural Community Conservation Planning." Sacramento, CA. Available at: http://www.dfg.ca.gov/nccp/

associated with the proposed project. Since there would be potential impacts to recreation with the Reduced Site Alternative, implementation of Measure Cultural-2 specified for the proposed project would be required.

Traffic and Transportation

As with the proposed project, the Reduced Site Alternative would have the potential to result in significant impacts to traffic and transportation. As with the proposed project, the construction-related traffic would potentially result in temporary significant impacts to traffic. The Reduced Site Alternative would generate fewer long-term vehicle trips than the proposed project due to its smaller capacity; however, as with the proposed project, the Reduced Site Alternative would still be expected to result in impacts in relation to the LOS at the intersection of Rose Avenue at East Pacific Coast Highway. As with the proposed project, the Reduced Site Alternative would be located outside of the limits of the Long Beach Airport Land Use Plan and would not result in impacts to transportation and traffic related to a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. As with the proposed project, the Reduced Site Alternative would include a secondary access point on Rose Avenue off of East Pacific Coast Highway, which would result in a significant impact in relation to an increased hazard due to the lack of a pedestrian crosswalk. As with the proposed project, the Reduced Site Alternative would include the construction of new emergency access routes to provide adequate emergency vehicle access/egress. The Reduced Site Alternative would incorporate adequate parking facilities to accommodate the anticipated visitors. As with the proposed project, the Reduced Site Alternative would incorporate measures designed to encourage alternative transportation and would not conflict with adopted policies, plans, or programs supporting alternative transportation. Since there would be potential impacts to transportation and traffic, implementation of Measures Transportation-1 and Transportation-2 specified for the proposed project would be required.

Utilities and Service Systems

As with the proposed project, the Reduced Site Alternative would have the potential to result in significant impacts to utilities and service systems. The Reduced Site Alternative would involve construction, operation, and maintenance activities beyond the baseline conditions. As with the proposed project, the Reduced Site Alternative would be expected to generate additional wastewater that would flow into the existing system, and as such, the Reduced Site Alternative would be expected to result in significant impacts to utilities related to the exceeding of wastewater treatment requirements of the RWQCB. As with the proposed project, the Reduced Site Alternative would not generate more wastewater that would overburden JWPCP's current capacity and require the additional wastewater treatment facilities. Further, like the proposed project, the Reduced Site Alternative would not have the potential to result in significant impacts related to the storm drain system or water supply. As with the proposed project, the Reduced Site Alternative would result in impacts related to the wastewater treatment capacity or solid waste. Since there would be potential impacts to utilities and service systems, implementation of Measures Utilities-1 through Utilities-3 specified for the proposed project would be required.

4.3 ALTERNATIVE 2: ALTERNATE SITE ALTERNATIVE (FORMER SPORTS PARK SITE)

4.3.1 Alternative Components

The Alternate Site Alternative would involve the development of the proposed project recreational facility on a portion of the roughly 55-acre former Sports Park site located in the City. The layout of the recreation uses and parking areas would be developed around the physical constraints of the site, which include the Cherry Hill earthquake fault, topographic and geologic variations across the site, grading and water detention requirements, and continued operation of 19 oil wells (17 on site and 2 adjacent to the site). This site also includes a wetlands mitigation program, and an off-site location for wetlands mitigation has been identified along the San Gabriel River.

4.3.2 Objectives and Feasibility

As shown in Table 4-1, Alternative 2 would be capable of meeting some of the objectives identified by the City. However, by developing the facility as an alternate Site, the alternative would fail to provide services to underserved individuals in the central area of the City and the southwestern portion of the City of Signal Hill. In addition, the site would not create a sustainable facility that reflects the requirements of the City interim Green Building Requirements for Private Development. The Alternate Site Alternative would not be centrally located for residents in U.S. Census Tract Numbers 5733.00, 5752.02, 5751.01, 5751.02, and 5752.01 in the City, and 5734.02 in the City of Signal Hill, and the significant site constraints would be contrary to a sustainable site selection as the site presents a number of potential hazards.

4.3.3 Construction Scenario

Under the Alternate Site Alternative, construction would occur. Therefore, environmental impacts would occur. Construction would occur with the same schedule as the proposed project and would include all considerations for City regulation compliance and the community surrounding the construction site. This alternative would not require the demolition of the same structures as those identified at the proposed project site; however, it could be anticipated that some demolition at the site may occur as there are existing structures present at the property slated for the Alternate Site Alternative that may require demolition to allow for the construction of recreational facilities. Special attention would be lent to the construction of a facility on land that includes the Cherry Hill earthquake fault, operation of oil wells, and a wetland mitigation program. It would be anticipated that the City would require comparable sustainable design elements and project-related best management practices for this alternative as those described in the proposed project.

4.3.4 Comparative Impacts

Aesthetics

Unlike the proposed project, the Alternate Site Alternative would not have the potential to result in significant impacts to aesthetics. Like the proposed project, the Alternate Site Alternative avoids substantial damage to scenic resources within a state scenic highway and would not result in significant impacts related to scenic resources. The Alternate Site Alternative would involve the construction of a recreational facility and construction, operation, and maintenance activities beyond the baseline conditions at the location of the Alternate Site. However, this alternative would not include the demolition of the historically designated Low-flow Pump Station, as it would not be located on the Hamilton Bowl / Chittick Field site, thereby avoiding this potentially

significant impact to the visual character of the site. As with the proposed project, the Alternate Site Alternative would not involve potential adverse effects of lighting and glare because the proposed construction of the parking lot and usage of security and walkway lighting would not significantly contribute to increased nighttime lighting levels. As such, the Alternate Site Alternative would not create a substantial increase in the amount of glare to the already lit, urbanized setting of the proposed project area. Since the Alternate Site Alternative would not have the potential to result in significant impacts to aesthetics, implementation of Measure Cultural-2 specified for the proposed project would not be required.

Air Quality

As with the proposed project, the Alternate Site Alternative would have the potential to result in significant impacts to ambient air quality. Although the Alternate Site Alternative would not require the demolition of the same structures as those identified at the proposed project site, this alternative would involve construction, operation, and maintenance activities beyond the baseline conditions. The Alternate Site Alternative would require grading and the use of construction equipment, mobile equipment, and stationary facilities, thus resulting in potentially significant impacts to air quality from fugitive dust emissions, NO_x emissions, or the possible release of VOCs or greenhouse gases. The Alternate Site Alternative would have the potential to conflict with the Air Quality Management Plan, violate any existing air quality standard, result in a cumulatively considerable net increase of criteria pollutants, expose sensitive receptors to substantial pollutant concentrations, and create objectionable odors. As with the proposed project, the Alternate Site Alternative would have the potential for significant impacts to air quality as a result of short-term construction equipment emissions and long-term vehicular emissions from the anticipated increase in vehicle miles traveled to the recreational facility by employees and visitors. Since there would be potential impacts to ambient air quality with the Alternate Site Alternative, it is expected that implementation of Measures Air-1 through Air-10 specified for the proposed project would be required.

Biological Resources

As with the proposed project, the Alternate Site Alternative would not have the potential to result in significant impacts to biological resources. As briefly discussed in the construction scenario for this alternative, it would be anticipated that this alternative would be required to adhere to comparable sustainable design and site elements as the proposed project. As such, the Alternate Site Alternative would avoid affecting species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFG or USFWS, and any riparian habitat or other sensitive species or natural community identified in local or regional plans, policies, regulations or by CDFG or USFWS. The Alternate Site Alternative would not have the potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan. As with the proposed project, there would be no impacts to biological resources with the Alternate Site Alternative, and no mitigation measures would be required.

Cultural Resources

As with the proposed project, the Alternate Site Alternative would have the potential to result in significant impacts to cultural resources. Like the proposed project, the Alternate Site Alternative would entail the same project elements as those described in the proposed project. Although the

construction-related activity would not occur at the Hamilton Bowl / Chittick Field site, the Alternate Site Alternative would entail construction-related activities including excavation and ground disturbance, and would potentially require the demolition of the historic resources at the Alternate Site. As with the proposed project, the Alternate Site Alternative would include excavations and disturbance of the existing site that would have the potential to result in significant impacts to cultural resources related directly or indirectly to the destruction of a unique paleontological resource or unique geologic feature. Although this alternative would not entail the demolition of the same structures listed in the proposed project and as such would not result in impacts related to the demolition Low-flow Pump Station, a historical resource; the Alternate Site Alternative may entail physical demolition, destruction, relocation, or alteration of a comparable resource at the former Sports Park site or its immediate surroundings such that the significance of a historical resource would be materially impaired. Like the proposed project, the Alternate Site Alternative would involve ground-disturbing activities that could result in the potential disruption of an unanticipated encounter of human remains. Since there would be impacts to cultural resources with the Alternate Site Alternative, implementation of Measures Cultural-1 through Cultural-3 specified for the proposed project would be required.

Geology and Soils

As with the proposed project, the Alternate Site Alternative would have the potential to result in significant impacts to geology and soils. The Alternate Site Alternative would involve construction activities beyond the baseline conditions. The Alternate Site Alternative would require grading, thus creating potentially significant impacts to geology and soils with respect to erosion or loss of topsoil from fugitive dust. The Alternate Site Alternative would not be expected to be located on a geologic unit or soil that is unstable, be located on expansive soil, or have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available. As with the proposed project, the Alternate Site Alternative would have the potential to expose people or structures to substantial adverse effects due to the location near a known earthquake fault, and would have the potential to result in substantial erosion or loss of topsoil due to grading activities. Unlike the proposed project, the Alternate Site Alternative would also have the potential to expose people and structures to substantial adverse effects due to close proximity to the Cherry Hill earthquake fault. Since there would be potential impacts to geology and soils with the Alternate Site Alternative, implementation of Measures Geology-1 through Geology-3 specified for the proposed project would be required.

Hazards and Hazardous Materials

As with the proposed project, the Alternate Site Alternative would have the potential to result in significant impacts related to hazards and hazardous materials. The Alternate Site Alternative would involve construction activities beyond the baseline conditions. As with the proposed project, the Alternate Site Alternative would have the potential to result in potentially significant impacts to hazards and hazardous materials with respect to the routine transport, use, or disposal of hazardous materials due to any fuels, lubricants, or other construction-related hazardous materials that may be used. The Alternate Site Alternative would not be expected to release hazardous materials into the environment; cause hazardous emissions within 0.25 mile of a school; be located on a hazardous materials site; be located within 2 miles of a private airstrip; interfere with an emergency plan; or expose people or structures to a significant risk of loss, injury, or death involving wildland fires. As with the proposed project, the Alternate Site Alternative would have the potential to result in significant impacts to the public or the environment related to the routine transport, use, or disposal of hazardous materials and location near a public airport. Unlike the

proposed project, the Alternate Site Alternative would also have the potential to expose people and structures to potential substantial adverse effects due to the continued operation of 19 oil wells (17 on site and 2 adjacent to the site). The presence of these wells would create a significant safety hazard for the people that come to the center. In addition, the oil wells could create a hazard to the public or environment through the routine transport, use, or disposal of hazardous materials or potential fire hazards, or especially in the case that any accident conditions involve the release of hazardous materials into the environment. Since there would be potential impacts related to hazards and hazardous materials with the Alternate Site Alternative, it is expected that implementation of Measures Hazards-1 through Hazards-4 specified for the proposed project would be required. Additional mitigation measures may be required to reduce the impacts to hazards and hazardous materials associated with the oil wells.

Hydrology and Water Quality

As with the proposed project, the Alternate Site Alternative would have the potential to result in significant impacts to hydrology. The Alternate Site Alternative would involve activities associated with the proposed project's construction such as demolition, clearing, stockpiling of soils and materials, concrete pouring, and landscaping, thus creating short-term impacts on surface water quality. As with the proposed project, the Alternate Site Alternative would have the potential to violate drainage standards because existing drains intended to support the proposed project may not have enough capacity to pass a 50-year design storm. Since there would be potential impacts to hydrology and water quality with the Alternate Site Alternative, it is expected that implementation of Measures Hydrology-1 through Hydrology-3 specified for the proposed project would be required.

National Pollutant Discharge Elimination System (NPDES)

As with the proposed project, the Alternate Site Alternative would have the potential to result in significant impacts related to NPDES. Unlike the proposed project, the Alternate Site Alternative would not include upgrades to the drainage infrastructure of the site, which would enhance the NPDES-compliance capabilities at the site. The physical makeup of the Alternate Site Alternative location would significantly limit the types of NPDES improvements that could be incorporated with the alternative; therefore, the Alternate Site Alternative would have greater impacts to drainage when compared with the proposed project. As with the proposed project, the Alternate Site Alternative would result in significant impacts from the loss of pervious surfaces. As with the proposed project, the Alternate Site Alternative would result in less than significant impacts to storm drain and waterway in the form of additional pollutants to storm water runoff generated by an increase in vehicular trips on roadways and driveways and the associated increase in parking surrounding the proposed project site. Since there would be potential impacts to NPDES in terms of loss of pervious surface with the Reduced Site Alternative, it is expected that implementation of Measure NPDES-1 specified for the proposed project would be required. However, unlike the proposed project, the Alternate Site Alternative may result in significant impacts in terms of drainage that would require the implementation of additional mitigation measures.

Land Use and Planning

Unlike the proposed project, the Alternate Site Alternative would not be expected to result in significant impacts to land use and planning. As with the proposed project, the construction of the recreational facility at this location would be consistent with the existing land uses at the Alternate Site, and this alternative would be located in a manner that is compatible with the existing

community. Therefore, the Alternate Site Alternative would not cause a physical division within an established community. The Alternate Site Alternative would avoid demolition of a historical resource and would thus avoid conflict with a policy in the City General Plan concerning preservation of historic homes and buildings. Therefore, unlike the proposed project, the Alternate Site Alternative would not result in impacts to land use and planning related to a conflict with a policy in the City General Plan. The Alternate Site Alternative would not be located in an area proposed or adopted as part of a Habitat Conservation Plan[8] or in an area proposed or adopted as part of a natural community conservation plan.[9] Since there would be no impacts to land use and planning with the Alternate Site Alternative, implementation of Measure Cultural-2 specified for the proposed project would not be required.

Noise

As with the proposed project, the Alternate Site Alternative would have the potential to result in significant impacts related to noise. The construction activities of the Alternate Site Alternative would be similar to the proposed project, but at a different location. The peak noise levels of construction with the Alternate Site Alternative would remain the same as those anticipated for the proposed project. As with the proposed project, the construction of the Alternate Site Alternative would result in a substantial temporary increase in ambient noise levels in the vicinity of the proposed alternative's site area on an intermittent basis. Operational impacts would also be comparable to the proposed project. Ambient noise increases due to outdoor activity and parking activity associated with the Alternate Site Alternative would result in significant impacts in terms of a permanent increase in ambient noise levels. Since there would be potential impacts to noise with the Alternate Site Alternative, it is expected that implementation of construction phase Measures Noise-1 through Noise-7 and operation phase Measures Noise-8 and Noise-9 specified for the proposed project would be required. As with the proposed project, construction-generated noise would still remain a significant adverse and unavoidable impact.

Recreation

Unlike the proposed project, the Alternate Site Alternative would have the potential to result in less significant impacts to recreation. The Alternate Site alternative in the short term would lead to minimal physical deterioration of the nearby parks due to loss of public access to existing facilities. As with the proposed project, the Alternate Site Alternative would not have the potential to result in significant impacts to recreation related to the construction or expansion of recreational facilities that may have an adverse physical effect on the environment. In addition, this alternative would not include the demolition of the historically designated Low-flow Pump Station, as it would not be located on the Hamilton Bowl / Chittick Field site. Since there would be no potential impacts to recreation, it is expected that implementation of Measure Cultural-2 specified for the proposed project would not be required.

Transportation and Traffic

As with the proposed project, the Alternate Site Alternative would have the potential to result in significant impacts to traffic and transportation. As with the proposed project, the construction-

[8] City of Long Beach, Department of Planning and Building. 1973. *City of Long Beach General Plan, Conservation Element.* Long Beach, CA.

[9] California Department of Fish and Game. Accessed 28 June 2007. Web site. "Natural Community Conservation Planning." Sacramento, CA. Available at: http://www.dfg.ca.gov/nccp/

related traffic would potentially result in temporary significant impacts to traffic. As with the proposed project, the Alternate Site Alternative would generate additional long-term vehicle trips to the proposed alternative's site and may result in impacts in relation to inadequate LOS at the intersections nearby the proposed alternative's site. As with the proposed project, the Alternate Site Alternative would not result in impacts to transportation and traffic related to a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Unlike the proposed project, the Alternate Site Alternative would not include a design feature or incompatible use that would substantially increase hazards. As with the proposed project, the Alternate Site Alternative would include the construction of new emergency access routes to provide adequate emergency vehicle access/egress. The Alternate Site Alternative would incorporate adequate parking facilities to accommodate the visitors to the proposed alternative. As with the proposed project, the Alternate Site Alternative would incorporate measures designed to encourage alternative transportation and would not conflict with adopted policies, plans, or programs supporting alternative transportation. It is not expected that the Alternate Site Alternative would require the implementation of measure Transportation-1; however, since there is potential for impacts to transportation and traffic, it is expected that implementation of Measure Transportation-2 specified for the proposed project would be required.

Utilities and Service Systems

As with the proposed project, the Alternate Site Alternative would demonstrate the same impact on utilities and service systems as that caused by the proposed project. The Alternate Site Alternative involves the construction of a recreational center that is expected to exceed wastewater treatment requirements due to increased discharge of non-potable water from the facility. Similar to the proposed project, the Alternate Site Alternative would reduce the capacity of water supply to be produced from its groundwater wells. An additional significant impact would be that the amount of water demanded over the course of the Alternate Site Alternative's development, and its operation may amount to an equal if not greater than amount of water needed to serve a 500-dwelling unit project. The Alternate Site Alternative would not avoid increases in amount of solid waste to be generated during and after development. Since there would be potential impacts to utilities and service systems, it is expected that implementation of Measures Utilities-1 through Utilities-3 specified for the proposed project would be required.

4.4 ALTERNATIVE 3: ENHANCE EXISTING FACILITITES ALTERNATIVE

4.4.1 Alternative Components

The Enhance Existing Facilities Alternative proposes the enhancement (and in some cases renovation) of several facilities: Rotary Centennial; Martin Luther King, Jr. Park; Signal Hill Park; MacArthur Park; California Recreation Center; Orizaba Park maintained by the City Department of Parks, Recreation, and Marine; and a private gym, all located within a 1-mile radius of the roughly 74,000-person underserved community residents of the City and the southwestern portion of the City of Signal Hill. Enhancing these facilities could entail a combination of internal and external improvements to these existing facilities. This alternative is expected to be costly and would provide limited-access recreational options for the community, which would not meet the project objectives.

4.4.2 Objectives and Feasibility

As shown in Table 4-1, Alternative 3 would be capable of meeting some of the objectives identified by the City. This alternative would provide several locations that could be used as safe recreational facilities that meet the needs and interests of the residents in the underserved community of the City and the southwestern portion of the City of Signal Hill. However, by enhancing the existing facilities of the community, the proposed project would fall short of several objectives. Specifically, the facilities would not be able to offer special programs (such as job training, family resources, and health seminars) to accommodate up to 450 people. The proposed project would also lack the ability to provide educational programming for a minimum of 300 adults and 100 children in the same location. Under this alternative, the proposed project would not be able to contain passive and active recreation for a minimum of 32,000 square feet of gymnasium, 25,000 square feet for aquatic recreation, and 4 acres of playing fields that are currently proposed. Although the Enhance Existing Facilities Alternative would be able to incorporate sustainable elements into the renovation of the existing facilities, these locations would not be anticipated to fully meet the objective to create a sustainable facility that reflects the requirements of the City Interim Green Building Requirements for Private Development as with the proposed project. Overall, the Enhance Existing Facilities Alternative would not be consistent with the Kroc Foundation Grant requirements.

4.4.3 Construction Scenario

Under the Enhance Existing Facilities Alternative, some construction would occur at previously existing sites. Construction efforts would be focused on renovating and enhancing specific buildings and locations to meet project objectives. The construction scenario and site design would vary for each center. Construction-related activities and equipment would vary for each site as well.

4.4.4 Comparative Impacts

Aesthetics

Unlike the proposed project, the Enhance Existing Facilities Alternative would not have the potential to result in significant impacts to aesthetics. Like the proposed project, the Enhance Existing Facilities Alternative avoids substantial damage to scenic resources within a state scenic highway and would not result in significant impacts related to scenic resources. The Enhance Existing Facilities would retain the Hamilton Bowl / Chittick Field site's existing 19 acres of undeveloped land and structures and would instead improve several existing recreational facilities in the proposed project area. As such, this alternative would avoid the obstruction of scenic vistas or resources present in the surrounding area from sensitive viewpoints and would avoid demolition of the historically designated Low-flow Pump Station. As with the proposed project, the Enhance Existing Facilities Alternative would not involve potential adverse effects of lighting and glare because of any proposed addition to the existing facilities, and usage of additional security and walkway lighting would not significantly contribute to increased nighttime lighting levels. As such, the Enhance Existing Facilities Alternative would not create a substantial increase in the amount of glare to the already lit, urbanized setting of the existing facilities. Since there would be no impacts to aesthetics with the Enhance Existing Facilities Alternative, implementation of Measure Cultural-2 specified for the proposed project would not be required.

Air Quality

As with the proposed project, the Enhance Existing Facilities Alternative would have the potential to result in significant impacts to ambient air quality. The Enhance Existing Facilities Alternative would involve construction, operation, and maintenance activities beyond the baseline conditions. The Enhance Existing Facilities Alternative would require grading and the use of construction equipment, mobile equipment, and stationary facilities, thus resulting in potentially significant impacts to air quality from fugitive dust emissions, NO_x emissions, or the possible release of VOCs or greenhouse gases. The Enhance Existing Facilities Alternative would have the potential to conflict with the Air Quality Management Plan, violate any existing air quality standard, result in a cumulatively considerable net increase of criteria pollutants, expose sensitive receptors to substantial pollutant concentrations, and create objectionable odors. As with the proposed project, the Enhance Existing Facilities Alternative would have the potential for significant impacts to air quality as a result of short-term construction equipment emissions and long-term vehicular emissions from the anticipated increase in vehicle miles traveled to the recreational facility by employees and visitors. Since there would be potential impacts to ambient air quality with the Enhance Existing Facilities Alternative, it is expected that implementation of Measures Air-1 through Air-10 specified for the proposed project would be required.

Biological Resources

As with the proposed project, the Enhance Existing Facilities Alternative would not have the potential to result in significant impacts to biological resources. Although the construction scenarios and elements at each existing facility would vary, it could be assumed that the existing facilities are located on disturbed land containing a majority of non-native species. It could further be assumed that because the existing facilities would be located on developed sites, these sites would lack suitable habitat to support many listed species. As such, the Enhance Existing Facilities Alternative would avoid affecting any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFG or USFWS, and any riparian habitat or other sensitive species or natural community identified in local or regional plans, policies, regulations or by CDFG or USWFS. The Enhance Existing Facilities Alternative would not have the potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan. As with the proposed project, there would be no impacts to biological resources with the Enhance Existing Facilities Alternative, and no mitigation measures would be required.

Cultural Resources

Unlike the proposed project, the Enhance Existing Facilities Alternative would not have the potential to result in significant impacts to cultural resources. The Enhance Existing Facilities Alternative would entail renovations and improvements to existing facilities. Unlike the proposed project, the construction-related activity with the Enhance Existing Facilities Alternative would occur at various sites and would be limited to previously disturbed sites and existing structures, which would be enhanced to accommodate recreational activities that are comparable to those being proposed at the Hamilton Bowl / Chittick Field site. As such, there would be no excavations or disturbance of the existing site beyond the previously disturbed areas, and the Enhance Existing Facilities Alternative would not be expected to result in significant impacts to cultural resources related directly or indirectly to the destruction of a unique paleontological resource or unique

geologic feature. The Enhance Existing Facilities Alternative would not entail the physical demolition, destruction, relocation, or alteration of a resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. Unlike the proposed project, the Enhance Existing Facilities Alternative would not require demolition of any historical resources. Finally, the Enhance Existing Facilities Alternative would not involve any ground-disturbing activities that could result in the potential disruption of an unanticipated encounter of human remains. Since there would be no impacts to cultural resources with the Enhance Existing Facilities Alternative, implementation of Measures Cultural-1 through Cultural-3 specified for the proposed project would not be required.

Geology and Soils

As with the proposed project, the Enhanced Existing Facilities Alternative would have the potential to result in significant impacts to geology and soils. The Enhanced Existing Facilities Alternative would involve construction activities beyond the baseline conditions. The Enhanced Existing Facilities Alternative would require less grading than the proposed project, but would still have the potential to result in significant impacts to geology and soils with respect to erosion or loss of topsoil from fugitive dust. The Enhanced Existing Facilities Alternative would not be expected to be located on a geologic unit or soil that is unstable, be located on expansive soil, or have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available. As with the proposed project, the Enhanced Existing Facilities Alternative would have the potential to expose people or structures to substantial adverse effects due to location near a known earthquake fault and would have the potential to result in substantial erosion or loss of topsoil due to grading activities. Since there would be potential impacts to geology and soils with the Enhanced Existing Facilities Alternative, it is expected that implementation of Measures Geology-1 through Geology-3 specified for the proposed project would be required.

Hazards and Hazardous Materials

As with the proposed project, the Enhanced Existing Facilities Alternative would have the potential to result in significant impacts related to hazards and hazardous materials. The Enhanced Existing Facilities Alternative would involve construction activities beyond the baseline conditions. The Enhanced Existing Facilities Alternative would require less construction than the proposed project, but would have the potential to result in significant impacts to hazards and hazardous materials with respect to the routine transport, use, or disposal of hazardous materials due to any fuels, lubricants, or other construction-related hazardous materials that may be used. The Enhanced Existing Facilities Alternative would not be expected to release hazardous materials into the environment; cause hazardous emissions within 0.25 mile of a school; be located on a hazardous materials site; be located within 2 miles of a private airstrip; interfere with an emergency plan; or expose people or structures to a significant risk of loss, injury, or death involving wildland fires. As with the proposed project, the Enhanced Existing Facilities Alternative would have the potential to result in significant impacts to the public or the environment related to the routine transport, use, or disposal of hazardous materials and location near a public airport. Unlike the proposed project, the Enhanced Existing Facilities Alternative may result in additional impacts to hazards and hazardous materials due to disposal of asbestos or lead paint in the existing structures. Since there would be potential impacts related to hazards and hazardous materials with the Enhanced Existing Facilities Alternative, it is expected that implementation of Measures Hazards-1 through Hazards-4 specified for the proposed project would be required. Additional mitigation measures may be

required to reduce the impacts of any asbestos or lead paint that may be associated with the age of the existing structures.

Hydrology and Water Quality

Unlike the proposed project, the Enhanced Existing Facilities Alternative would have the potential to result in significant impacts to hydrology and water quality. The Enhance Existing Facilities Alternative would require the same construction activities, including demolition, clearing, stockpiling of soils and materials, concrete pouring, and landscaping, thus creating short-term impacts on surface water quality. Because the named parks (Rotary Centennial, Martin Luther King, Jr. Park, Signal Hill Park, MacArthur Park, California Recreation Center, and Orizaba Park) maintained by the City Department of Parks, Recreation, and Marine are not detention basins and not known to be groundwater discharge areas, the existing storm water and drainage systems at these parks may not be adequate to support the anticipated needs of increased recreational use, and therefore causing a significant potential impact to drainage and groundwater. Since there would be potential impacts to hydrology and water quality with the Enhanced Existing Facilities Alternative, it is expected that implementation of Measures Hydrology-1 through Hydrology-3 specified for the proposed project would be required.

National Pollutant Discharge Elimination System (NPDES)

As with the proposed project, the Enhance Existing Facilities Alternative would have the potential to result in significant impacts related to NPDES. Unlike the proposed project, the Enhance Existing Facilities Alternative would not include upgrades to the drainage infrastructure of the sites, which would enhance the NPDES-compliance capabilities at the sites. As with the proposed project, the Enhance Existing Facilities Alternative would result in significant impacts from the loss of pervious surfaces. As with the proposed project, the Enhance Existing Facilities Alternative would result in less than significant impacts to storm drain and waterway in the form of additional pollutants to storm water runoff generated by an increase in vehicular trips on roadways and driveways and the associated increase in parking surrounding the proposed project site. Since there would be potential impacts to NPDES in terms of loss of pervious surface with the Enhance Existing Facilities Alternative, it is expected that implementation of Measure NPDES-1 specified for the proposed project would be required. However, unlike the proposed project, the Enhance Existing Facilities Alternative may result in significant impacts in terms of drainage that would require the implementation of additional mitigation measures.

Land Use and Planning

Unlike the proposed project, the Enhance Existing Facilities Alternative would not be expected to result in significant impacts to land use and planning. As with the proposed project, the construction of the recreational facility at these locations would be consistent with the existing land uses on the Enhance Existing Facilities Alternative site, and this alternative would be located in a manner that is compatible with the existing community. Therefore, the Enhance Existing Facilities Alternative would not cause a physical division within an established community. The Enhance Existing Facilities Alternative would avoid demolition of a historical resource and would thus avoid conflict with a policy in the City General Plan concerning preservation of historic homes and buildings. Therefore, unlike the proposed project, the Enhance Existing Facilities Alternative would not result in impacts to land use and planning related to a conflict with a policy in the City General Plan. The Enhance Existing Facilities Alternative would not be located in an area proposed or

adopted as part of a Habitat Conservation Plan[10] or in an area proposed or adopted as part of a natural community conservation plan.[11] Since there would be no impacts to land use and planning with the Enhance Existing Facilities Alternative, implementation of Measure Cultural-2 specified for the proposed project would not be required.

Noise

As with the proposed project, the Enhance Existing Facilities Alternative would have the potential to result in significant impacts related to noise. Under the Enhance Existing Facilities Alternative, the peak noise levels of construction would be similar to those anticipated for the proposed project because similar construction-related activities would occur during the renovation of existing facilities. As with the proposed project, the construction of the Enhance Existing Facilities Alternative would result in a substantial temporary increase in ambient noise levels in the vicinity of the proposed alternative's site on an intermittent basis. Operational impacts would also be comparable to the proposed project but might be slightly reduced as a result of less traffic noise and less noise due to a reduced occupancy level at each facility. As with the proposed project, it is expected that implementation of construction phase Measures Noise-1 through Noise-7 and operation phase Measures Noise-8 and Noise-9 specified for the proposed project would be required. As with the proposed project, construction-generated noise would still remain a significant adverse and unavoidable impact.

Recreation

Unlike the proposed project, the Enhance Existing Facilities Alternative would have the potential to result in less significant impacts to recreation. The Enhance Existing Facilities Alternative would lead to minimal physical deterioration of the nearby parks due to the provision of enhancement of the existing facilities. As with the proposed project, the Enhance Existing Facilities Alternative would not have the potential to result in significant impacts to recreation related to the construction or expansion of recreational facilities that may have an adverse physical effect on the environment. In addition, this alternative would not include the demolition of the historically designated Low-flow Pump Station, as it would not be located on the Hamilton Bowl / Chittick Field site. Since there would be no potential impacts to recreation, it is expected that implementation of Measure Cultural-2 specified for the proposed project would not be required.

Transportation and Traffic

As with the proposed project, the Enhance Existing Facilities Alternative would have the potential to result in significant impacts to traffic and transportation. As with the proposed project, the construction-related traffic would potentially result in temporary significant impacts to traffic. Enhancing several facilities throughout the community would cause an increase in traffic and number of vehicle trips to each facility. As with the proposed project, the Enhance Existing Facilities Alternative would generate additional long-term vehicle trips to the proposed alternative's site and may result in impacts in relation to inadequate LOS at the intersections nearby the proposed alternative's site. As with the proposed project, the Enhance Existing Facilities Alternative would not result in impacts to transportation and traffic related to a change in air traffic patterns,

[10] City of Long Beach, Department of Planning and Building. 1973. *City of Long Beach General Plan, Conservation Element.* Long Beach, CA.

[11] California Department of Fish and Game. Accessed 28 June 2007. Web site. "Natural Community Conservation Planning." Sacramento, CA. Available at: http://www.dfg.ca.gov/nccp/

including either an increase in traffic levels or a change in location that results in substantial safety risks. Unlike the proposed project, the Enhance Existing Facilities Alternative would not include a design feature or incompatible use that would substantially increase hazards. The Enhance Existing Facilities Alternative would provide adequate emergency vehicle access/egress to the proposed alternative's site. The Enhance Existing Facilities Alternative would incorporate adequate parking facilities to accommodate the visitors to the proposed alternative. As with the proposed project, the Enhance Existing Facilities Alternative would incorporate measures designed to encourage alternative transportation and would not conflict with adopted policies, plans, or programs supporting alternative transportation. It is not expected that the Enhance Existing Facilities Alternative would require the implementation of mitigation measures; however, since there would be potential impacts to transportation and traffic, it is expected that implementation of Measure Transportation-2 specified for the proposed project would be required.

Utilities and Service Systems

As with the proposed project, the Enhance Existing Facilities Alternative would demonstrate the same impact on utilities and service systems as that caused by the proposed project. The Enhance Existing Facilities Alternative involves the renovation of various recreational facilities that may exceed wastewater treatment requirements due to increased discharge of non-potable water from the facility. Similar to the proposed project, the Enhance Existing Facilities Alternative would reduce the capacity of water supply to be produced from its groundwater wells, if present. An additional significant impact would be that the amount of water demanded over the course of the Enhance Existing Facilities Alternative's development, and its operation may amount to an equal if not greater than amount of water needed to serve the existing facilities. The Enhance Existing Facilities Alternative would not avoid increases in amount of solid waste to be generated during and after development. Since there would be potential impacts to utilities and service systems, it is expected that implementation of Measures Utilities-1 through Utilities-3 specified for the proposed project would be required.

SECTION 5.0
UNAVOIDABLE IMPACTS

This section of the Environmental Impact Report (EIR) summarizes an analysis of the potential for implementation of the proposed Kroc Community Center (proposed project) to result in significant environmental effects that cannot be avoided. Consistent with the requirements of section 15126.2(b) of the State California Environmental Quality Act Guidelines (State CEQA Guidelines), significant impacts, including those that can be mitigated but not reduced to the level below significance, are described in this section of the EIR. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, are also described. The potential for the construction, operation, and maintenance of the proposed project to result in significant environmental impacts has been analyzed in Section 3.0, *Existing Conditions, Impacts, Mitigation, and Level of Significance after Mitigation*, of this EIR.

Based on the analysis contained in Section 3.0 of this EIR, the proposed project would not be expected to result in significant impacts related to biological resources. However, construction, maintenance, and operation of the proposed project would result in significant environmental impacts to: air quality, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, National Pollution Discharge Elimination System (NPDES), noise, traffic and transportation, and utilities and service systems, that would be reduced to the level below significance with the following mitigation measures:

- Measures Air-1 through Air-10
- Measures Cultural-1 through Cultural-3
- Measures Geology-1 through Geology-3
- Measures Hazards-1 through Hazards-4
- Measures Hydrology-1 through Hydrology-3
- Measures NPDES-1
- Measures Noise-1 through Noise-7
- Measures Transportation-1 through Transportation-2
- Measures Utilities-1 through Utilities-3

The proposed project would result in significant impacts to aesthetics, cultural resources (historical resources), land use and planning, and recreation resulting from demolition of the Low-flow Pump Station and construction-related noise impacts. As described in this EIR, mitigation measures Cultural-2 will reduce the impacts resulting from demolition of this potentially significant historical resource to the maximum extent feasible; however, this impact would remain significant. Mitigation measures have been presented to reduce the construction-related noise and traffic impacts to the maximum extent feasible; however, these unavoidable adverse impacts would be temporary and considered necessary nuisances in the development of the proposed project. The project would offer services as an institutional and recreational facility in a community that is considered underserved in terms of open space and recreational opportunities.

Pursuant to CEQA, this EIR identifies two alternatives (No Project Alternative, Alternate Site Alternative) capable of avoiding demolition of the Low-flow Pump Station and the related

significant impacts to cultural resources. However, only the No Project Alternative would avoid the potential construction traffic-related impacts that cannot be mitigated. All potential project alternatives are described in Section 4.0, *Alternatives to the Proposed Project*, of this EIR. However, none of the four potential alternatives are capable of meeting each of the most basic objectives of the proposed project.

SECTION 6.0
SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES RELATED TO IMPLEMENTATION OF THE PROPOSED PROJECT

This section of the Environmental Impact Report (EIR) summarizes the potential for implementation of the proposed Kroc Community Center (proposed project) to result in significant irreversible environmental changes. Such a change refers to an irretrievable commitment of non-renewable resources or other environmental changes that commit future generations to similar uses. Irreversible environmental changes can also result from potential accidents associated with the proposed project.

The analysis performed in Section 3.0, *Existing Conditions, Impacts, Mitigation, and Level of Significance after Mitigation*, determined that the proposed project would not result in significant irreversible environmental impacts related to the eight environmental issue areas considered in this EIR, including the Nation Pollution Discharge Elimination System. Although construction of the proposed project would result in short-term mitigable impacts to air quality relating to the emission of nitrogen oxides, all other air quality impacts would be mitigated to below the level of significance. These impacts would not constitute a significant irreversible environmental change or an irretrievable commitment of non-renewable resources.

Development of the proposed project would have the potential to result in construction-related traffic impacts related to congestion, intersection capacity, and level of service that would be reduced to below the level of significance with the incorporation of mitigation measures as discussed in Section 3.12, *Transportation and Traffic*.

A component of the proposed project is the demolition the existing Low-flow Pump Station, a significant historical resource pursuant to the California Environmental Quality Act. The demolition of the Low-flow Pump Station, identified as a component of the proposed project, would constitute a significant irreversible environmental change related to aesthetics, cultural resources, land use and planning, and recreation that would require implementation of measures to mitigate long-term adverse effects.

In addition, development of the proposed project would have the potential to result in construction-related noise that would not be reduced to below the level of significance with the incorporation of mitigation measures.

Required mitigation measures have been included to reduce significant direct, indirect, and cumulative impacts related to aesthetics, cultural resources, land use and planning, noise, and recreation to the maximum extent feasible. The impacts, however, would remain as significant irreversible impacts and commitments of resources.

SECTION 7.0
GROWTH-INDUCING IMPACTS

This section of the Environmental Impact Report (EIR) analyzes the potential for the proposed Kroc Community Center (proposed project) to result in growth-inducing impacts. Such impacts normally occur when the proposed project fosters economic or population growth or the construction of additional housing, either directly or indirectly in the surrounding environment. The types of projects that are normally considered to result in growth-inducing impacts are those that provide infrastructure that would be suitable to support additional growth or remove an existing barrier to growth.

Although the proposed project would provide construction-related jobs during both stages of development, it is expected that those jobs would be filled by the existing labor force in the area. In addition, it is anticipated that the proposed project would employ residents from the neighboring population for the maintenance and operation of the Kroc Community Center. A financial analysis prepared for the facility has determined that the center would require a minimum of 12 full-time and 7 part-time employees for operation and maintenance of the facility.[1] The proposed project would consist of a recreational facility with both indoor and outdoor components and would require the minimum number of employees to support the activities occurring in each of the identified project components.

As described in this EIR, the indoor component would be constructed on approximately 7 acres of the Hamilton Bowl / Chittick Field site and would consist of 170,536-square-foot three-building facility, including a chapel/auditorium building, administration/education building, and a recreation center. The objective of these buildings would be to provide educational programming to accommodate 300 adults and 100 children at a time. The proposed project would also facilitate social programs such as job training, family resources, and health seminars for up to 450 people simultaneously.

The outdoor aquatics complex would include a 50-meter pool, a warm-up pool, and a leisure pool with fountains, slides, and children's area. Other outdoor amenities would include a recreational soccer field / playing field, a playground, walking trails, a roughly 10,000-square-foot, bowl-shaped amphitheater, 2 acres of gardens, an outdoor climbing wall, a challenge course, an exterior patio, and a horticulture area.

The proposed project would be accessible to public transit riders and would offer a safe recreational venue to the underserved neighborhoods bordering the proposed project site. The Kroc Community Center would stimulate economic stability and growth while encouraging positive social and recreational opportunities to the ethnically diverse community of the central area of Long Beach as well as the nearby residents in the City of Signal Hill.

The proposed project would not be expected to result in the construction of additional housing either directly or indirectly. The proposed project would not include infrastructure such as water systems, energy generation, sewer systems, schools, public services, or transportation

[1] Brailsford & Dunlavey / Heery International. 2006. *Salvation Army of Long Beach Ray and Joan Kroc Corps Community Center Report.* Long Beach, CA.

improvements that could potentially result in increased growth in the region. While the construction of the proposed project would involve reconstruction of the Hamilton Bowl Detention Basin and would require the limited development of supporting infrastructure for the operation of the facility, these site improvements would not result or contribute to a growth-inducing impact. The proposed support for this facility would be limited to the project site and would only include the operations at the proposed project site. Furthermore, the proposed project site is located in a developed urban area with an established infrastructure. The projected population for the proposed project area would be expected to be consistent with the anticipated population growth.

Although the proposed project focuses on public services, it is being constructed to facilitate the needs of the existing community and is not expected to promote growth in the surrounding neighborhood. According to the City of Long Beach General Plan Housing element, the proposed project is located in both a Community Development Block Grant area and in a Neighborhood Improvement Strategy Area.[2] Both of these designations represent underserved urban areas that require improvements based upon economic, social, and public indicators.[3] Development of the proposed project would satisfy neighborhood improvement goals set forth for these areas in the City of Long Beach General Plan Housing element.

As discussed in the Project Description of this EIR, population growth within 1 mile of the proposed project site is consistent with trends reflected within 5 miles of the proposed project site. The proposed project is not expected to increase population growth in the surrounding community beyond that of the normal growth rate. The proposed project aims to create jobs, encourage economic growth, and support the personal development of the existing community members. The proposed creation of jobs and the encouraged economic stimulus that the proposed project hopes to provide would address an existing need for the community. The proposed project would not be expected to result in growth-inducing impacts as it would not foster economic or population growth in a manner that would induce population growth; nor would the project involve the construction of additional housing, either directly or indirectly in the surrounding environment. Finally, the proposed project would not provide infrastructure that would be suitable to support additional growth or remove an existing barrier to growth. Therefore, the proposed project would not be expected to result in growth-inducing impacts.

[2] City of Long Beach, Department of Planning and Building. October 2002. *City of Long Beach General Plan, Housing Element.* Long Beach, CA.

[3] City of Long Beach, Department of Planning and Building. October 2002. *City of Long Beach General Plan, Housing Element.* Long Beach, CA.

SECTION 8.0
ORGANIZATIONS AND PERSONS CONSULTED

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Sanitation Districts of Los Angeles County
Southeast Resource Recovery Facility ..... Staff, Charley Tripp

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8.1.3 City of Long Beach

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SECTION 10.0
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SECTION 11.0
DISTRIBUTION LIST

This section lists the public agencies and private parties that received notification of the availability of the Draft Environmental Impact Report (EIR), and in some cases, a copy of the Draft EIR. The distribution list provides information on the type (CD or Paper) and quantity of the document received by each recipient. Volume 1 of the Draft EIR entails the Draft EIR document and Volume 2 entails the Technical Appendices to the Draft EIR and includes the Initial Study, public comments received on the Initial Study and technical analysis prepared for the proposed project. Due to the size of Volume 2 of the Draft EIR, Volume 2 will only be available as a CD. Due to the size of Volume 2, some recipients will receive a hard copy of Volume 1 and a CD of Volume 2; this is indicated by a "Vol 1" in the Paper Copy column and "Vol 2" in the CD Copy column. Those who receive a CD of Volume 1 will also receive a CD of Volume 2; this is indicated by a "Vol 1 & 2" only in the CD Copy column. An "X" in the Notices Only column indicates that the recipient received a Notice of Availability (NOA) announcing the release of the Draft EIR.

Copies of the Draft EIR are available during the 45-day public review period beginning on Thursday, March 26, 2009, and ending on Saturday, May 9, 2009, at the following locations:

Long Beach Main Library, 101 Pacific Avenue, Long Beach, California 90822
Telephone Number: (562) 570-7500
Hours of Operation: Monday Closed
Tuesday 10 a.m. to 8 p.m.
Wednesday and Thursday 10 a.m. to 6 p.m.
Friday and Saturday 10 a.m. to 5 p.m.
Sunday 12 to 5 p.m.

Burnett Neighborhood Library, 560 East Hill Street, Long Beach, California 90806
Telephone Number: (562) 570-1041
Hours of Operation: Tuesday and Thursday 12 to 7 p.m.
Wednesday 12 to 6 p.m.
Friday and Saturday 10 a.m. to 5 p.m.
Closed Sunday and Monday

Mark Twain Neighborhood Library, 1401 East Anaheim Street, Long Beach, California 90813
Telephone Number: (562) 570-1046
Hours of Operation: Monday, Tuesday, and Thursday 12 to 7 p.m.
Wednesday 12 to 6 p.m.
Friday and Saturday 10 a.m. to 5 p.m.
Closed Sunday

Martin Luther King, Jr. Park, 1950 Lemon Avenue, Long Beach, California 90806
Telephone Number: (562) 570-4405
Hours of Operation: Monday through Friday 12 to 6 p.m.
Saturday 12 to 4 p.m.
Closed Sunday

In addition, the Draft EIR will be available during the 45-day public review period at the following location at Long Beach City Hall:

Department of Development Services, 333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802
Telephone Number: (562) 570-6191
Hours of Operation: By appointment only between 8:30 a.m. and 4:30 p.m.

Or: http://www.lbds.info/

11.1 PUBLIC AGENCIES

11.1.1 State Agencies

Contact	Agency	Mailing Address	Notice Only	CD Copy	Paper Copy
(916) 653-6624	California Department of Parks and Recreation	Office of Historic Preservation 1416 9th Street, Room 1442 Sacramento, California 95814	X		
(916) 653-6624	California Department of Parks and Recreation	Office of Historic Preservation P.O. Box 942896 Sacramento, California 94296	X		
Mr. Elmer Alvarez (213) 897-3656	California Department of Transportation	District 7 100 South Main Street Los Angeles, California 90012		Vol. 1 & 2	
Mr. Alberto T. Valmidiano (Chatsworth Office) (800) 728-6942	California Environmental Protection Agency	DTSC 9211 Oakdale Avenue Chatsworth, CA 91311	X		
Mr. Dave Singleton (916) 653-4082	California Native American Heritage Commission	915 Capitol Mall, Room 364 Sacramento, California 95814		Vol. 1 & 2	
(213) 576-6699	California Regional Water Quality Control Board	Region 4 320 W 4th Street, Suite 200 Los Angeles, California 90013	X		
(916) 341-6000	California Integrated Waste Management Board	1001 I Street Sacramento, California 95812	X		
(916) 341-6000	California Integrated Waste Management Board	P.O. Box 4025 Sacramento, California 95812	X		
(916) 326-3600	Office of Statewide Health Planning and Development	400 R Street, Suite 310 Sacramento, California 95811	X		
Mr. Scott Morgan (916) 322-2318 or (916) 445-0613	Office of Planning and Research	State Clearinghouse P.O. Box 3044 Sacramento, California 95812		Vol. 1 & 2	Executive Summary (15 copies)

11.1.2 Regional Agencies

Contact	Agency	Mailing Address	Notice Only	CD Copy	Paper Copy
Mr. Steve Smith (909) 396-2000	South Coast Air Quality Management District	21865 Copley Drive Diamond Bar, California 91765		Vol. 1 & 2	
(213) 236-1800	Southern California Association of Governments	818 West 7th Street, 12th Floor Los Angeles, California 90017	X		

11.1.3 County Agencies

Contact	Agency	Mailing Address	Notice Only	CD Copy	Paper Copy
Dr. Ara Kasparian (626) 458-5100	County of Los Angeles Department of Public Works	Land Development Division 900 South Fremont Avenue Alhambra, California 91803	X		
(626) 458-5100	County of Los Angeles Flood Control District	900 South Fremont Avenue Alhambra, California 91803	X		
Ms. Susan Chapman (213) 922-6000	County of Los Angeles Metropolitan Transportation Authority	One Gateway Plaza Los Angeles, California 90012		Vol. 1 & 2	
Ms. Ruth I. Frazen (562) 699-7411	County Sanitation Districts of Los Angeles County	P.O. Box 4998 Whittier, California 90607		Vol. 1 & 2	
(213) 974-3211	County of Los Angeles, Office of the Assessor	Kenneth Hahn Hall of Administration 500 West Temple Street, Room 225 Los Angeles, California 90012	X		
(562) 462-2057	Office of the Los Angeles County Clerk	Environmental Filings 12400 Imperial Highway, Room 2001 Norwalk, California 90650	X	Vol. 1 & 2	
Ms. Connie Martinez Sziebl	Office of Don Knabe, Supervisor , Fourth District County of Los Angeles	1401 Willow Street Signal Hill, California 90755			Vol. 1

11.1.4 Local Agencies

Contact	Agency	Mailing Address	Notice Only	CD Copy	Paper Copy
(562) 938-4111	Long Beach Community College	Pacific Coast Campus 1305 East Pacific Coast Highway Long Beach, California 90806	X		
Carri M. Matsumoto (562) 997-8000	Long Beach Unified School District	1515 Hughes Way Long Beach, California 90810		Vol. 1 & 2	
(562) 921-5521	Water Replenishment District of Southern California	Board of Directors 4040 Paramount Boulevard Lakewood, California 90712	X		
Mark Christoffels (562)-570-6383	City of Long Beach Department of Public Works Administration, Planning, and Facilities Bureau	333 West Ocean Boulevard, 9th Floor Long Beach, California 90802		Vol. 1 & 2	
Mr. Patrick H. West (562) 570-6916	City of Long Beach City Manager	333 West Ocean Boulevard, 13th Floor Long Beach, California 90802	X		
Dave Roseman (562) 570-6331	City of Long Beach Department of Public Works Traffic and Transportation Bureau	333 West Ocean Boulevard, 10th Floor Long Beach, California 90802		Vol. 1 & 2	
(562) 570-2038	City of Long Beach Gas and Oil Department	2400 East Spring Street Long Beach, California 90806	X		
(562) 570-2500	City of Long Beach Fire Department Fire Prevention Bureau	925 Harbor Plaza, Suite 100 Long Beach, California 90802	X		
(562) 570-3100	City of Long Beach Parks, Recreation, and Marine	2760 Studebaker Road Long Beach, California 90815	X		
Mr. Anthony W. Batts (562) 570-7301	City of Long Beach Police Department	400 West Broadway Long Beach, California 90802	X		
Johnny Vallejo (562) 570-6792	City of Long BeachCommunity Development	333 West Ocean Boulevard, 3rd Floor Long Beach, California 90802		Vol. 2	Vol. 1
Jeff Winklepleck (562) 570-6607	City of Long Beach Development Services Current Planning	333 West Ocean Boulevard, 5th Floor Long Beach, California 90802		Vol. 2	Vol. 1
Mr. Larry Oaks (562) 570-2300	Long Beach Water Department	1800 East Wardlow Road Long Beach, California 90807		Vol. 1 & 2	
(562) 570-4000	City of Long Beach Department of Health and Human Services	2525 Grand Avenue Long Beach, California 90815	X		

Contact	Agency	Mailing Address	Notice Only	CD Copy	Paper Copy
Jill Griffiths (562) 570-6191 (includes copies for the Mayor, nine Council members and seven Planning Commissioners)	City of Long Beach Development Services Advance Planning	333 West Ocean Boulevard, 5th Floor Long Beach, California 90802		Vol. 2 (20 copies)	Vol. 1 (20 copies)
(562) 591-8753	Long Beach Transit	1963 East Anaheim Street Long Beach, California 90813	X		
Ms Barbara Munoz (562) 989-7300	City of Signal Hill	2175 Cherry Avenue Signal Hill, California 90755		Vol. 2	Vol. 1

11.2 PRIVATE ORGANIZATIONS

Contact	Agency	Mailing Address	Notice Only	CD Copy	Paper Copy
Mr. John Horne (213) 627-5571	The Salvation Army	900 West James M. Wood Boulevard Los Angeles, California 90015		Vol. 2	Vol. 1
Mr. Richard Dilday (562) 437-4020	Heery International	11 Golden Shore, Suite 550 Long Beach, California 90802		Vol. 2	Vol. 1
Mr. Bert Vogler (562) 432-1696	Kleinfelder, Inc.	620 West 16th Street, Unit F Long Beach, California 90813		Vol. 1 & 2	
Mr. Richard Barretto (626) 796-2322	Linscott, Law & Greenspan Engineers	236 North Chester Avenue, Suite 200 Pasadena, California 91106		Vol. 1 & 2	
Mr. Dennis Drag (562) 426-9551	Moffatt & Nichol Engineers	3780 Kilroy Airport Way, Suite 600 Long Beach, California 90806		Vol. 2	Vol. 1
Mr. Sam Silverman (310) 839- 4200	Terry A. Hayes Associates	8522 National Boulevard, Suite 102 Culver City, CA 90232		Vol. 1 & 2	

11.3 PROPERTY OWNERS AND RESIDENTS WITHIN A 0.25-MILE RADIUS

Contact	Affiliation	Mailing Address	Notice Only	CD Copy	Paper Copy
Mr. Francisco Aguirre	Resident	1801 East Pacific Coast Highway Long Beach, California 90806	X		
Mr. Bryant Bon	Resident	1320 Gaviota Avenue Long Beach, California 90813	X		
Mr. Enzo Casana	Resident	2023 Pacific Avenue Long Beach, California 90806	X		
Mr. Juan Contrers	Resident	1750 East Pacific Coast Highway Long Beach, California 90806	X		
Ms. Lori J. Erdman	Resident	2101 East 21st Street, #112 Signal Hill, California 90755	X		
Mr. and Mrs. George and Polly Johnson	Residents	735 Sunrise Boulevard Long Beach, California 90806	X		
Mr. Fred Peckham	Resident	1529 Gardenia Avenue Long Beach, California 90813	X		
Mr. Karl Rodenbaugh	Resident	9811 Airport Boulevard Los Angeles, California 90045	X		

In addition, copies of the NOA were distributed to property owners and residents located within a 1,320-foot (0.25-mile) radius of the proposed project site boundary.