INITIAL STUDY

Project Title:
Fire Station 12 – New City Fire Station

Lead agency name and address:
City of Long Beach Planning Commission
333 W. Ocean Boulevard, 3rd Floor
Long Beach, CA 90802

Contact person and phone number:
Scott Kinsey
(562) 570-6461

Project location:
1199 E. Artesia Blvd.

Project Sponsor's name and contact information:
Elvia Delgadillo, City of Long Beach Redevelopment Agency
333 W. Ocean Blvd.
3rd Floor
Long Beach, CA 90802
(562) 570-7755

General Plan:
The project site is located in Land Use District No. 8A – Traditional Retail Commercial Strip District. The project involves a change to Land Use District No. 10 – Institutional and School District to align the Land Use Element with the permanence of the proposed fire station.

Zoning:
The project site is located in the Community Commercial Automobile-Oriented Zone (CCA), a mid-level commercial zone. The project involves changing the site zoning to the Institutional (I) zone to reflect the land use and permanence of the proposed fire station.

Description of project:
The Long Beach Redevelopment Agency proposes to build a new city fire station with a 100-foot tall radio antenna and an emergency resources center (a disaster support and training building). The fire station will be 11,080 square feet and the support building will be 4,632 square feet, for a total of 15,712 square feet. The project site is 56,181 square feet (1.29 acres) and will be assembled through the merger of 7 parcels combined with the vacation of portions of existing alleys and dedication of new alley segments. This project will require demolition of the existing retail commercial building

and parking improvements on the site, and modification and under-grounding of utilities that cross the site.

Both the station house and the emergency resources center will be one story, with the station house located on the corner of Artesia Boulevard and Orange Avenue, and the emergency resources center at the corner of Artesia and Cerritos Avenue. The apparatus bay, which houses the fire engines, joins the north side of the station house and fronts on Orange. Access for the fire engines is provided by a 59-foot-wide curb cut on Orange. Additional site access includes a 24-foot curb cut north of the apparatus bay on Orange, and a 24-foot curb cut in the middle of the site frontage on Cerritos.

The site plan includes large interior turning radii to provide the maneuvering space needed by the fire engines, as well as a truck-washing area behind the buildings. The site is enclosed by a 10-foot tall block-and-metal fence, with motorized gates of matching height to provide site security. Parking for firefighters and staff is provided by 14 parking spaces to the north of the apparatus bay, inside the fence. The site plan also provides 3 adjacent parking spaces for visitors, outside the fence. Awnings with solar photovoltaic panels will cover the parking spaces inside the fence. Additionally, plans include a covered outdoor parking area for reserve fire engines and ambulances in the northeast corner of the site. The 100-foot-tall radio antenna will be located between the station house and the support building, about 60 feet from the property line on Artesia.

The fire company will respond to emergencies via Orange Avenue, turning north or south as necessary. The project also involves upgrades to the traffic signals at the intersection of Orange and Artesia to impart appropriate control of traffic flow while fire engines are emerging from the station and entering traffic during emergency responses.

The project requires the following entitlements:

- Site Plan Review for construction of the new buildings
- Standards Variances for:
    - Front yard setback of 15’-3” instead of 20’
    - Street side setback of 6’-3” instead of 10’ (on Cerritos Ave. side)
    - Curb cut width of 59’ instead of not more than 24’
    - Antenna height of 100’ instead of not more than 60’
    - Fence height of 10’ instead of not more than 8’
- Lot Merger
- Zone Change
- General Plan Amendment

The project will achieve LEED Gold status under the U.S. Green Building Council standards. This will be accomplished through a number of environmentally friendly design methods, including alternative transportation, stormwater design, water efficiency, energy performance, use of recycled materials, and indoor environmental quality, among others.

Surrounding Land Uses and Settings:

Public rights-of-way bound the project site on the east, west, and south. On the north, a residential neighborhood abuts the site. North of the existing east-west alley that splits the subject site, residential uses line the sides of Cerritos and Orange Avenues. Commercial land uses occupy the lots on Artesia Boulevard for several blocks in each direction from the project site.

Public agencies whose approval is required:

Long Beach City Planning Commission
Long Beach City Council

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐ Aesthetics	☐ Hazards & Hazardous Materials	☐ Population & Housing
☐ Agricultural Resources	☒ Hydrology & Water Quality	☐ Public Services
☐ Air Quality	☐ Land Use & Planning	☐ Recreation
☐ Biological Resources	☐ Mineral Resources	☐ Transportation & Traffic
☐ Cultural Resources	☐ National Pollution Discharge Elimination System	☐ Utilities & Service Systems
☐ Geology & Soils	☒ Noise	☐ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIAVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Scott Kinsey
Planner II

11/12/08
Date

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are supported adequately by the information sources a lead agency cites in the parenthesis following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration (per Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effect were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less that Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and
   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

I. AESTHETICS

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

Because the project involves construction of a 100-foot-tall radio antenna, the response to the question cannot be "No Impact," as the antenna will be visible a significant distance from the project site. However, construction of this 100-foot-tall antenna will not have a substantial adverse effect on a scenic vista. The subject site is located in an area of flat terrain, like most of Long Beach, where no mountains, rolling hills, sea bluffs, escarpments, or other topographic features create long vistas or scenic views from either public or private property. The nearest topographic features are Signal Hill and Dominguez Hills, both of which are sites of radio antennas several times taller than the proposed 100-foot antenna. Additionally, the proposed radio antenna has been designed as an architectural feature, not simply a piece of communications equipment. The antenna tower structure will be composed of three masts that tie together at five points, rather than the continuously cross-braced metal framework typically used for municipal communications structures. This design will reduce the visual impact created by the tower, enabling it to be part of the fire station's architecture rather than a utilitarian accessory.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The project site is located in an urbanized area and is not located on a State Scenic Highway. The project would cause no substantial damage to any scenic resource.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The project site is developed with a commercial retail structure, parking lot hardscape and landscaping. These improvements were constructed beginning in 1949, and are in poor condition with cracked and broken pavement, graffiti, and a general lack of maintenance affecting the building. The proposed project would involve demolition of all on-site improvements, and construction of all-new buildings on the site, subject to rigorous design review processes by the Department of Development Services. Also, the project will involve reconstruction and improvement of the adjacent alley and sidewalks. Therefore, the project will not substantially degrade the visual character or quality of the site and its surroundings.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

The proposed project would include exterior lighting for safety and security purposes, and interior building lights will be visible through windows at night. All lights will be required by conditions of approval to be shielded appropriately to prevent intrusion of light or glare onto adjacent properties. While the proposed project could introduce additional light sources into the vicinity over that which currently exists, the light sources will not adversely affect day or nighttime views in the immediate area, or create any substantial light or glare.

II. AGRICULTURE RESOURCES

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

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

For a, b and c – The project site is not located within an agricultural zone, and no agricultural zones are within the vicinity of the project. The proposed project would be located within an area of the City that has been built upon for over half a century. Development of the proposed project would have no effect upon agricultural resources within the City of Long Beach or any other neighboring city or county.

III. AIR QUALITY

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

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

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

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

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

The Southern California Association of Governments has determined that if a project is consistent with the growth forecasts for the sub-region in which it is located, it is consistent with the Air Quality Management Plan (AQMP), and regional emissions are mitigated by the control strategy specified in the AQMP. By the year 2010, preliminary population projections by the Southern California Association of Governments (SCAG) indicate that Long Beach will grow to a population of over 503,000.

The project is within the growth forecasts for the sub-region and consistent with the Air Quality Management Plan (AQMP). In addition, the project is consistent with the goals of the City of Long Beach Air Quality Element that call for achieving air quality improvements in a manner that continues economic growth.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

The California Air Resources Board regulates mobile emissions and oversees the activities of county Air Pollution Control Districts (APCDs) and regional Air Quality Management Districts (AQMDs) in California. The South Coast Air Quality Management District (SCAQMD) is the regional agency empowered to regulate stationary and mobile sources in the South Coast Air Basin.

To determine whether a project generates sufficient quantities of air pollution to be considered significant, the SCAQMD adopted Localized Significant Thresholds (LSTs) in 2005 for construction and operational emissions of NO_x, CO, and PM_{10} pollutants in the South Coast Air Basin. In 2006, SCAQMD added criteria for $PM_{2.5}$ pollutants. SCAQMD states that the use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency pursuant to the California Environmental Quality Act (CEQA), and LSTs would

only apply to projects that must undergo an environmental analysis pursuant to CEQA or the National Environmental Policy Act (NEPA) and are five acres or less. The Appendix C—Mass Rate LST Lookup Table (Table C-1) is used to determine if emissions meet LSTs.

For the purposes of this project, the City of Long Beach used the following LSTs for analysis under Source Receptor Area No. 4 (South Coastal LA County): project site of 1 acre, and a nearest sensitive receptor distance of 100 meters from the project site. Actual project site size is 1.29 acres and distance of the nearest sensitive receptor is approximately 137 meters from the project site. The thresholds used therefore are more restrictive than justified by the project's scale and location.

Excerpt of Table C-1, SCAQMD Localized Significance Thresholds

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
NO_x	55	55
CO	1,180	1,180
PM_{10}	29	7
$PM_{2.5}$	10	3

Construction emissions would involve demolition and site clearing, under-grounding of utilities, paving, and construction the new 15,712-square foot fire station. As required by South Coast Air Quality Management District Rule 403 (Fugitive Dust), all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter dispersed into the air. Compliance with these measures will be necessary in order for the construction emissions to remain below AQMD thresholds. These measures include the following:

- Apply soil stabilizers to inactive construction areas,
- Replace ground cover in disturbed areas quickly (as applicable),
- Water exposed surfaces twice daily,
- Water all unpaved haul roads three times daily,
- Cover all stockpiles with tarp,
- Reduce vehicle speed on unpaved roads,
- Post signs on-site limiting traffic to 15 miles per hour or less,
- Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads, and
- Cover or apply water to the exposed surface of all dirt, sand, soil, or other loose materials hauled by trucks prior to leaving the site, to prevent dust from blowing out of trucks during transportation.

Compliance with Rule 403 measures will be required throughout all construction phases, and construction emissions will be below threshold levels. The source of these estimates is the UrbEmis 2007 9.2.4 software based on the California Air Resources Board's EMFAC2007 model for on-road vehicle emissions and the OFFROAD2007 model for off-road emissions. The table below indicates the results.

	NO_x	CO	PM_{10}	$PM_{2.5}$
Construction Emissions	52.20	28.78	6.34	2.56
AQMD Thresholds	55	1,180	29	10
Exceeds Thresholds	No	No	No	No

The primary long-term emission source from the proposed project would be the fire engines, other vehicles based at the fire station, and vehicles belonging to firefighters, staff, and visitors. A secondary source of operational emissions would be the consumption of natural gas and the use of landscape maintenance equipment. Estimated automobile emissions from the project are listed in the table below. The source of these estimates is the UrbEmis 2007 9.2.4 software based on the California Air Resources Board's EMFAC2007 model for on-road vehicle emissions and the OFFROAD2007 model for off-road emissions. Based upon these estimates, the proposed project will not exceed threshold levels for mobile emissions. The table below indicates the results.

	NO_x	CO	PM_{10}	$PM_{2.5}$
Operational Emissions	11.71	104.07	0.96	0.62
AQMD Thresholds	55	1,180	7	3
Exceeds Thresholds	No	No	No	No

The following mitigation measure is included to achieve compliance with construction emissions standards and to prevent violation of any air quality standard, or contribution to an existing or projected air quality violation:

Other air quality mitigation measures are not required in order for the construction emissions and operational emissions to remain below AQMD thresholds. This is due to the relatively small scale of both the construction and operation of the project. However, the City of Long Beach recommends the following measures for the construction phase to prevent the possibility of construction emissions approaching AQMD thresholds:

- Use a diesel particulate filter (DPF) on all diesel-powered construction equipment.
- Use aqueous diesel fuel for all diesel-powered construction equipment.
- Use a diesel oxidation catalyst on all diesel-powered construction equipment.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

Please see III (a) and (b) above for discussion.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

The CEQA Air Quality Handbook defines sensitive receptors as children, athletes, elderly and sick individuals that are more susceptible to the effects of air pollution than the population at large. A number of sensitive receptors are located within ¼ mile of the project site. These include two schools, two preschool/daycare facilities, and four elderly care/assisted living facilities. The closest receptor, a day care, is approximately 450 east of the project site on the south side of Artesia Blvd. The project will not exceed AQMD emissions thresholds as discussed in III (a) and (b), and would not expose these sensitive receptors to substantial pollutant concentrations. Any impact will be less than significant.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

Land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plans,

composting, refineries, landfills, dairies, and fiberglass molding. Potential sources of odors during construction include use of architectural coatings and solvents, and diesel-powered construction equipment. SCAQMD Rule 1113 limits the amount of volatile organic compounds (VOCs) from architectural coatings and solvents, which lowers odorous emissions. Due to the relatively small scale of the construction activities, a less than significant impact will result.

IV. BIOLOGICAL RESOURCES

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

☐ Potentially Significant Impact ☐ Less Than Significant with Mitigation Incorporated ☐ Less Than Significant Impact ☒ No Impact

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

☐ Potentially Significant Impact ☐ Less Than Significant with Mitigation Incorporated ☐ Less Than Significant Impact ☒ No Impact

c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

☐ Potentially Significant Impact ☐ Less Than Significant with Mitigation Incorporated ☐ Less Than Significant Impact ☒ No Impact

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

For a, b, c, d, e and f—The proposed project site is located within an urbanized portion of the City, and is surrounded by existing commercial and residential land uses. The vegetation on site is sparse and consists of common landscape species. No evidence exists of rare or sensitive species as listed in Title 14 of the California Code of Regulations or Title 50 of the Federal Code of Regulations. The biological habitat and species diversity in the surrounding area is limited to that typically found in highly populated and urbanized Southern California settings.

No substantial impacts will be caused to any candidate, sensitive, or special status species. No substantial adverse effects to any riparian habitat or other sensitive natural community will result. The project would not have a substantial adverse effect on federally protected wetlands. The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with any established wildlife corridors, and will not impede the use of native wildlife nursery sites. The project would not conflict with any local policies or ordinances protecting biological resources. The project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other habitat conservation plan.

V. CULTURAL RESOURCES

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

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The proposed project would not cause a substantial adverse change in the significance of a historic resource, as defined in CEQA Guidelines Section 15064.5. The project site is not within a designated Historic District, and the existing building on the site is not a designated Historic Landmark. The site is not included in a local, state, or national register of historic places. The lead agency has not determined the site to have historic significance.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The project would not cause a substantial adverse change in the significance of an archaeological resource. The project site is located outside the area of the City expected to have a high probability of latent artifacts. The proposed project would not involve excavation and would not affect or destroy any archaeological resource due its geographic location.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The proposed project is not located in an area of the City where it would directly or indirectly destroy a unique paleontological resource or a geologic feature.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The proposed project does not involve excavation and would not disturb any known human remains, either in a designated cemetery or other burial ground or place of interment.

VI. GEOLOGY AND SOILS

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

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

Per Plate 2 of the Seismic Safety Element of the General Plan, no faults are known to pass beneath the project site, and the surrounding area is not in the Alquist-Priolo Special Studies Zone. The most significant fault system in the vicinity is the Newport-Inglewood fault zone. Because faults exist in the City, "No Impact" would not be an appropriate response, but a less than significant impact would result. All new construction is required to comply with current building codes and incorporate building methods that account for the possibility of seismic events. Furthermore, because the proposed project is a City fire station, it is designed as an "essential services" facility and will be built to meet or exceed the standards for a number of worst-case-scenario events.

ii) Strong seismic ground shaking?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

The relative close proximity of the Newport-Inglewood Fault could create substantial ground shaking at the proposed site if a seismic event occurred along that fault. Similarly, a strong seismic event on any other major fault system in southern California has the potential to create considerable levels of ground shaking at the project site. However, numerous variables determine the damage caused by an earthquake, and given the vast number of variables involved, it is not possible to predict the specific level of damage that would occur on the site for every potential seismic event. A building cannot be made completely safe from earthquake damage in southern California, but the project would be required to be constructed in conformance with all current state and local building codes relative to seismic safety to avoid exposing people or structures to these potential adverse effects. A less than significant impact would result.

iii) Seismic-related ground failure, including Liquefaction?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

Per Plate 7 of the Seismic Safety Element, the proposed project is located in an area of low liquefaction potential. The project would be required to be constructed in conformance with all current state and local building codes relative to seismic safety. A less than significant impact would result.

iv) Landslides?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

Per the Seismic Safety Element, the project site is outside the area where landslides could potentially occur. Therefore, no impact will result.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The project site is covered with landscaping, hardscape, and a commercial retail building. The project will demolish these existing improvements and rebuild the site with new paving and a new fire station. It is expected to result in minimal soil erosion, as the site has no notable elevation change. The project would not result in substantial soil erosion or the loss of topsoil, and no impact will result.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

According to Plate 3 of the Seismic Safety Element, the project site is located on soil made up of sandy and clayey alluvial materials composed of interlayered lenses of cohesionless and cohesive material overlying the shallow Gaspur or Recent aquifers, including some local filled areas. The project site is in an area of flat terrain, and the Seismic Safety Element does not indicate this type of soil in this location would become unstable as a result of the project.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

Please see VI. (c) above for explanation. Applicable building codes will require the removal of expansive soil, if any is present, to a depth sufficient to eliminate any potential hazards the expansive soil could present to the new structures. A less than significant impact will result.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

Sewers service is in place in the vicinity of the project site. The use of septic tanks or an alternative wastewater disposal system is not necessary and no impact would result.

VII. HAZARDS AND HAZARDOUS MATERIALS

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

The proposed project is not a land use that would involve routine transport, use or disposal of hazardous materials at the subject site. The Fire Department responds to hazardous materials emergencies and normally contains and neutralizes hazardous materials at the incident scene, and does not handle hazardous materials at City fire stations under normal conditions. Any hazardous materials transported, used, or disposed of at the site by the Fire Department would be occasional and temporary in nature, and would not create a significant hazard to the public. A less than significant impact would result.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

The operation of the proposed fire station will not involve any activities that could cause reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. The Fire Department responds to hazardous materials emergencies and normally contains and neutralizes

hazardous materials at the incident scene, and does not handle hazardous materials at City fire stations under normal conditions.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

The project site is located approximately 980 feet from Grant Elementary School and approximately 1,275 feet from Jordan High School, both within the Long Beach Unified School District. The proposed project is not a land use that would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. The Fire Department responds to hazardous materials emergencies and normally contains and neutralizes hazardous materials at the incident scene, and does not handle hazardous materials at City fire stations under normal conditions. Any hazardous materials transported, used, or disposed of at the site by the Fire Department would be occasional and temporary in nature, and would not create a significant hazard to the public. A less than significant impact would result.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. The Cortese List does not list the proposed project site as contaminated with hazardous materials.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The project site is not within an airport land use plan and is not within two miles of a public airport or public-use airport.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The project site is not within the vicinity of a private airstrip.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The proposed project is a new city fire station. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project is proposed on a developed lot, and no public streets or highways will be altered or obstructed.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The project site is located within an urbanized setting and is not adjacent to wild lands. The project would not expose people or structures to a significant risk of loss, injury or death involving wild land fires.

VIII. HYDROLOGY AND WATER QUALITY

The Federal Emergency Management Agency has prepared a new series of Flood Insurance Rate Maps designating potential flood zones (based on the projected inundation limits for breach of the Hansen Dam and that of the Whittier Narrows Dam, as well as the 100-year flood as delineated by the U.S. Army Corps of Engineers), which was adopted in July 1998 and updated in January 2002.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

While development and operation of the proposed project would involve the discharge of water into the storm drain and sewer systems, the project would not violate any water quality standards or waste discharge requirements. The project site is in a part of the City that is not adjacent to any body of water or major water source. The project would be required to comply with all federal, state and local requirements pertaining to water quality.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The proposed project would be developed in an urban setting with existing water systems designed to accommodate development. The operation of the proposed land use would not involve groundwater extraction, and will not make impermeable a significant area of previously permeable ground. The project will not substantially deplete or interfere with the recharge of groundwater supplies.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The project site is in an urban setting and is over half a mile from the Los Angeles River, the nearest body of water. The site currently is covered completely with an asphalt parking lot and a commercial retail building. The drainage pattern is established. The site has curb, gutter and public right-of-way on the east, south, and west sides and abuts a public alley on the north side. The proposed project involves demolition of all improvements on the site and construction of a new fire station and new paved parking lot with appropriate storm water control systems. The project would not substantially alter the existing drainage pattern in a manner that would result in substantial erosion or siltation on- or off-site.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The project site is in an urban setting and is over half a mile from the Los Angeles River, the nearest body of water. No significant amount of existing permeable ground area will be made impermeable. The project will be designed to achieve a LEED point for "Stormwater Design, Quality Control." The proposed project would be constructed to meet all applicable codes to prevent runoff that would result in flooding on- or off-site.

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

☐ Potentially Significant Impact	☒ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☐ No Impact

The project would be required to comply with all applicable codes regulating storm water runoff. Since it is possible for an extraordinary meteorological event to exceed the capacity of any existing or planned storm water drainage system, it is possible that the project could contribute runoff water that could overwhelm the City's storm water drainage system. However, such events are extremely rare and the existing drainage infrastructure serving the project site will be adequate for all foreseeable needs. The project will achieve a LEED point for "Stormwater Design, Quality Control."

It would be necessary for the developer to use Best Management Practices (BMPs) during demolition and construction of the new facility to avoid causing substantial additional sources of polluted runoff. Due to the urban setting and the size of the project site, the following mitigation measures shall apply:

VIII-1 Prior to the release of the grading permit, the applicant shall prepare and submit a Storm Drain Master Plan to identify all storm run-off and methods of proposed discharge. The Plan shall be approved by all affected agencies.

VIII-2 Prior to the release of any grading or building permit, the project plans shall include a narrative discussion of the rationale for selecting or rejecting BMPs. The project architect or engineer of record, or authorized qualified designee, shall sign a statement on the plans to the effect of: "As the architect/engineer of record, I have selected appropriate BMPs to effectively minimize the negative impacts of this project's construction activities on storm water quality. The project owner and contractor are aware that the selected BMPs must be installed, monitored and maintained to ensure their effectiveness. The BMPs not selected for implementation are redundant or deemed not applicable to the proposed construction activities." (Source: Section 18.95.050 of the Long Beach Municipal Code).

f. Would the project otherwise substantially degrade water quality?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

No other substantial degradation of water quality will result from this project. See the discussions in VII a, b, c, d, and e. The project will not significantly affect or degrade the quality of the water system, water treatment system, or stormwater runoff system.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The proposed project would not involve the development of any new residential units and is located in Flood Zone X, outside the 100-year flood hazard area. Therefore, there would be no impact.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

Please see VIII (g) above for explanation.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

The project site is located in Flood Zone X, outside of the 100-year flood plain. The site is located within the maximum flood inundation limits for assumed breaches of both the Hansen dam and the Whittier Narrows Dam, according to studies by the U.S. Army Corps of Engineers in 1985 and 1986. However, the Seismic Safety Element states that because these dams impound water only during periods of significant infrequent high, seasonal precipitation, the probability of flooding due to coincident seismically induced dam and retention basin failure is considered very low. Also, these studies found that much of the floodwaters resulting from a dam failure when reservoirs are full would be expected to dissipate before reaching Long Beach. A less than significant impact would result.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

According to Plate 11 of the Seismic Safety Element, the project site is not within a zone influenced by the inundation of seiche or tsunami. The Seismic Safety Element does not address inundation by mudflow. However, the project site is in an area of flat terrain with insignificant elevation change and is not located near any hills, mountains, or other topographic features that could generate a mudflow during times of heavy rain. The project site is located outside the identified hazard areas for landslides, which is a hazard related to mudflows. No impact would result.

IX. LAND USE AND PLANNING

a. Would the project physically divide an established community?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The proposed project is the construction of a new city fire station. The project site is located on developed parcels and would not divide an established community by splitting a neighborhood through construction of a new public right-of-way or other means.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The project involves a General Plan Amendment and Zone Change. The General Plan designation would be changed to Land Use District No. 10 – Institutional and School District, and the zone would be changed to Institutional (I), both of which are aligned with the use and permanence of the fire station. These changes must be adopted as part of this project; therefore no conflict with any applicable land use plan, policy, or regulation, so no impact would result.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The proposed project would be developed in a built-out urban environment. No habitat conservation plan or natural communities conservation plan would be affected by the project.

X. MINERAL RESOURCES

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

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The proposed site does not contain any oil extraction operations and development of the proposed project will not have a negative impact on this resource. No other known mineral resources on the site could be negatively impacted by development. The project site is located in an urbanized setting. Development of the proposed project would not result in the loss of availability of any known mineral resource.

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

Please see X (a) above for explanation.

XI. NOISE

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence.

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

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

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

☐ Potentially Significant Impact	☒ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☐ No Impact

Construction of the proposed project will not create noise levels in excess of those established by the Long Beach City Ordinance. During the periods of demolition and construction, the activity could cause temporary increases within the ambient noise levels but it would not exceed established standards. However, project construction must conform to the City of Long Beach Noise Ordinance with regard to when it takes place. Due to the close proximity of the project site to existing residential and commercial land uses, the following mitigation measure shall apply:

XI-1 Any person(s) associated with the proposed project shall only operate or permit the operation of any tools or equipment used for site preparation, construction or any other related building activity that produces loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the following hours:

Weekdays:	7:00 am to 7:00 pm	**Sundays:**	No work permitted
Saturdays:	9:00 am to 6:00 pm	**Holidays:**	No work permitted

The only exception shall be if the Building Official gives authorization for emergency work at the project site.

The fire station's operation of emergency vehicles using sirens and horns may create noise levels in excess of those standards established by the City's Noise Ordinance. However, the Noise Ordinance specifically exempts emergency vehicles, as follows:

> *"Warning devices necessary for the protection of public safety as, for example, police, fire and ambulance sirens and train horns shall be exempted from the provisions of this chapter."* (8.80.270 Exemption—Warning devices)

As the fire station therefore would be in compliance with the Noise Ordinance, a less than significant impact will result from the operation of the project.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

The proposed project could expose persons to periodic ground borne noise or vibration during phases of demolition and construction. However, this type of noise would be typical for a construction site and will not be excessive. A less than significant impact will result.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

The project site is located on Artesia Boulevard, a street identified as a major arterial by the Department of Public Works. Ambient noise level in this area due to automobile traffic is higher than the permanent noise levels that would be generated by the project as a land use. The proposed fire station would generate ambient noise roughly equal to that of the commercial retail building and parking lot currently on the site. Any permanent increase will not be substantial. Therefore, a less than significant impact will result.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

Construction of the proposed project would involve temporary noise typically associated with demolition and new construction. Such noise could create a temporary increase in the noise level in the surrounding area, but construction noise is addressed in XI (a) and will be mitigated to a less than significant level.

Once the project is completed, the fire station's operation of emergency vehicles using sirens and horns would create periodic increases in noise levels in the project vicinity above levels existing without the project. These noises are among the most common point sources of noise found in an urban area, and are well-known and prevalent in large, dense American cities like Long Beach. Because use of sirens and horns on emergency vehicles is necessary for public safety, they cannot be mitigated or reduced under State law. The fire vehicles will respond onto Orange Avenue with horns and sirens for emergencies, and the surrounding land uses most sensitive to this noise would be the multifamily residential buildings directly north and east of the site on Orange Avenue. With this in mind, the site plan has been designed to separate the apparatus (fire engine) bay as far from the residential uses as possible, while maintaining traffic safety (traffic safety considerations precluded location of the apparatus bay any closer to Artesia Boulevard on Orange Avenue, or on Artesia Boulevard altogether). The northern end of the bay will be located 125 feet from the nearest residential lot to the north, and approximately 150 feet from the nearest multifamily structure across Orange Avenue to the east. Additionally, the noise events from the fire vehicles' sirens will be temporary, intermittent occurrences, varying in number each day with the demand for emergency services. The fire vehicles will exit the station onto Orange Avenue, turning left or right as appropriate, and will move rapidly out of the immediate area en route to the emergency, quickly decreasing the perceived volume of the noise. For each noise event, the duration of siren noise in the project vicinity at a level above that of the traffic noise on Artesia Boulevard will last only for a matter of seconds. When the fire vehicles return to the station, it will be without sirens or horns. For these reasons, the impact will be less than significant.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The proposed project is not located within an airport land use plan and is located more than two miles from the nearest airport. No impact would be created.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The proposed project is not located within the vicinity of a private airstrip.

XII. POPULATION AND HOUSING

The City of Long Beach is the second largest city in Los Angeles County and the fifth largest in California. At the time of the 2000 Census, Long Beach had a population of 461,522, which was a 7.5 percent increase from the 1990 Census. According to the 2000 Census, Long Beach had 163,088 housing units, with a citywide vacancy rate of 6.32 percent. As of January 1, 2008, the California Department of Finance estimated the population of Long Beach at 492,642. The Southern California Association of Governments (SCAG) projects a total population of 503,450 will inhabit the City of Long Beach by 2010.

a. Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes or businesses) or indirectly (for example, through extension of roads or other infrastructure)?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The proposed project would involve construction of a new city fire station and emergency resources center. The project would not involve construction of any

dwelling units or extension of roads or other transportation infrastructure. The fire company that will operate at the new city fire station will be transferred from the current Fire Station 12, which will be decommissioned. A significant number of jobs will not be created. The project would not induce substantial population growth either directly or indirectly and no impact will result.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The proposed project would not displace any existing housing. The project site does not contain any residential structures and no impact will result.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

Please see XII (b) above for explanation.

XIII. PUBLIC SERVICES

Fire protection would be provided by the Long Beach Fire Department. The Department has 23 stations in the City. The Department is divided into bureaus of Fire Prevention, Fire Suppression, the Bureau of Instruction, and the Bureau of Technical Services. The Fire Department is accountable for medical, paramedic, and other first aid rescue calls in the City.

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

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

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in

order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a. Fire protection?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The proposed project is a new city fire station. The provision of this new governmental facility will not result in the need for additional new or physically altered government facilities that could have substantial adverse physical or environmental impacts. No impact will result.

b. Police protection?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

As the project is a new city fire station, it will not generate significant demand for police protection, and would generate less demand for police protection than the commercial retail use currently on the subject site. The provision of this new governmental facility will not result in the need for additional new or physically altered government facilities that could have substantial adverse physical or environmental impacts. No impact will result.

c. Schools?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The project is a new city fire station, and will not result in increased demand for public school services or facilities.

d. Parks?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The proposed project is a new city fire station, and is not expected to generate any additional demand for provision of park services or facilities by the City.

e. Other public facilities?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The proposed project is a new city fire station and no other impacts have been identified that would require the provision of new or physically altered public facilities in conjunction with this project.

XIV. RECREATION

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The proposed project is a new city fire station, and would not increase the use of neighborhood and regional parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The project does not include recreational facilities and does not require the construction or expansion of recreational facilities.

XV. TRANSPORTATION/TRAFFIC

Since 1980, Long Beach has experienced significant population growth, which is expected to continue into the future. Inevitably, growth will generate additional demand for travel. Without proper planning and necessary transportation improvements, this increase in travel demand could result in gridlock on freeways and streets, and jeopardize the tranquility of residential neighborhoods.

a. Would the project 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)?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

The proposed fire station would not cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. The current improvements on the site consist of a commercial retail building and parking lot, and replacement of this use with a new fire station would generate an equivalent or lower traffic volume. The project also involves installation of an improved traffic control system at the intersection of Orange Avenue and Artesia Boulevard. This system will enable Fire Department vehicles responding to an emergency to clear the traffic on Orange Avenue safely to avoid traffic congestion and hazards associated with emergency vehicles entering the traffic flow. This project will not cause any substantial traffic problems, and a less than significant impact is projected.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

Please see XV (a) for explanation. The proposed project will not result in a volume of trips that would exceed the capabilities of the surrounding streets and intersections.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

The proposed project would have no impact upon air traffic patterns and is generally unrelated to aviation.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

Access to the proposed project would be from Orange Avenue to the east and Cerritos Avenue to the west. The project will not change the existing street pattern, which is a standard grid. The project involves installation of an improved traffic control system at the intersection of Orange Avenue and Artesia Boulevard to manage traffic safely and avoid the congestion and hazards sometimes associated with emergency vehicles entering the traffic flow. The City Traffic Engineer must review and approve all traffic-related aspects of this project to ensure that no substantial hazards are created. Due to the required traffic control improvements and the level of review required by the City Traffic Engineer, any impacts will be less than significant.

e. Would the project result in inadequate emergency access?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

Emergency access to the project site would be provided as required by the Fire Department, resulting in adequate emergency access. This is a requirement of the entitlement and plan check process, and the project would not be approved without review and approval by the Fire Department. Any decision made by the Fire Department to modify emergency access requirements for this project would maintain the minimum standards required by the Fire Department for provision of emergency services; therefore, this project would cause no impact that creates inadequate emergency access.

f. Would the project result in inadequate parking capacity?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

Firefighters and station staff reporting for duty will create the only consistent parking demand at the project site. The project has been designed to accommodate parking for two shifts of firefighters at once (a scenario that would occur during each shift change) plus overflow parking for a shift's worth of firefighters who may leave their vehicles at the station when deployed to fight

distant wildfires. The project also provides three public parking spaces outside the fenced enclosure for station visitors. The emergency resources center building will occasionally be used for training purposes, and existing street parking can accommodate the overflow parking demand for these events. While the project will remove existing street parking on the east side of Cerritos Avenue between the proposed 24-foot curb cut and Artesia Boulevard, the project site is not located in the parking impacted area and any effects upon the neighborhood's street parking capacity will be less than significant.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

Los Angeles County MTA (Metro) provides bus service to the project site, which offers a link to the regional mass transit system. Also, the Metro bus service tied into the Long Beach Transit bus service that serves the majority of greater Long Beach. The project will provide bicycle storage and changing rooms for firefighters and staff. For the public transportation link and the bicycle accommodations, the project will receive two LEED points. The project would not conflict with adopted policies, plans, or programs supporting alternative transportation. No impact will result.

XVI. UTILITIES AND SERVICE SYSTEMS

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

c. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

e. Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☐ Less Than Significant Impact	☒ No Impact

For a, b, c, d, e, f and g—The proposed project will not place an undue burden on any utility or service system. The project would be developed on the site of a commercial retail building and parking lot to be demolished, in an urbanized setting with all utilities and services in place. The surrounding utility and service systems will accommodate the proposed development. With regard to (g), the

proposed project would be required to comply with all statutes and regulations related to solid waste.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

The proposed project would be located within an established urbanized setting. Although the project would involve the disruption of an established setting, any negative impact to any known species would be less than significant. No examples of the major periods of California history or prehistory would be eliminated.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

The proposed project involves construction of a new city fire station. It would be located on the previously developed site of a commercial retail building and parking lot. It would replace the existing land use with another use of approximately equivalent intensity. It would not have impacts that would be cumulatively considerable. A less than significant impact will result, as any cumulative effects of this project, when viewed in connection with past, present, and probable projects, would not be substantial.

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

☐ Potentially Significant Impact	☐ Less Than Significant with Mitigation Incorporated	☒ Less Than Significant Impact	☐ No Impact

The proposed project would not have environmental effects that would cause substantial adverse effects upon human beings, either directly or indirectly. The project, as a whole, may cause a temporary decrease in air quality as a result of construction. Once constructed, the noise generated by operation of the emergency vehicles may cause periodic increases in the noise levels in the project vicinity above levels existing without the project, but these effects will not be substantial. Furthermore, the mitigation measures for specific items outlined in this document would serve to diminish any effects that may otherwise be significant to levels below a threshold of significance.

MITIGATION MONITORING PLAN
MITIGATED NEGATIVE DECLARATION ND 14-08
Fire Station 12 – New City Fire Station
1199 E. Artesia Blvd.

VIII. HYDROLOGY

VIII-1 Prior to the release of the grading permit, the applicant shall prepare and submit a Storm Drain Master Plan to identify all storm run-off and methods of proposed discharge. The Plan shall be approved by all affected agencies.

TIMING: Prior to the issuance of any grading permit
ENFORCEMENT: Department of Development Services

VIII-2 Prior to the release of any grading or building permit, the project plans shall include a narrative discussion of the rationale for selecting or rejecting BMPs. The project architect or engineer of record, or authorized qualified designee, shall sign a statement on the plans to the effect of: "As the architect/engineer of record, I have selected appropriate BMPs to effectively minimize the negative impacts of this project's construction activities on storm water quality. The project owner and contractor are aware that the selected BMPs must be installed, monitored and maintained to ensure their effectiveness. The BMPs not selected for implementation are redundant or deemed not applicable to the proposed construction activities." (Source: Section 18.95.050 of the Long Beach Municipal Code).

TIMING: Prior to the issuance of any grading permit
ENFORCEMENT: Department of Development Services

XI. NOISE

XI-1 Any person(s) associated with the proposed project shall only operate or permit the operation of any tools or equipment used for site preparation, construction or any other related building activity that produces loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the following hours:

Weekdays: 7:00 am to 7:00 pm **Sundays:** No work permitted
Saturdays: 9:00 am to 6:00 pm **Holidays:** No work permitted
The only exception shall be if the Building Official gives authorization for emergency work at the project site.

TIMING: During all phases of construction of the project
ENFORCEMENT: Building Bureau

LIST OF PERSONS CONSULTED:

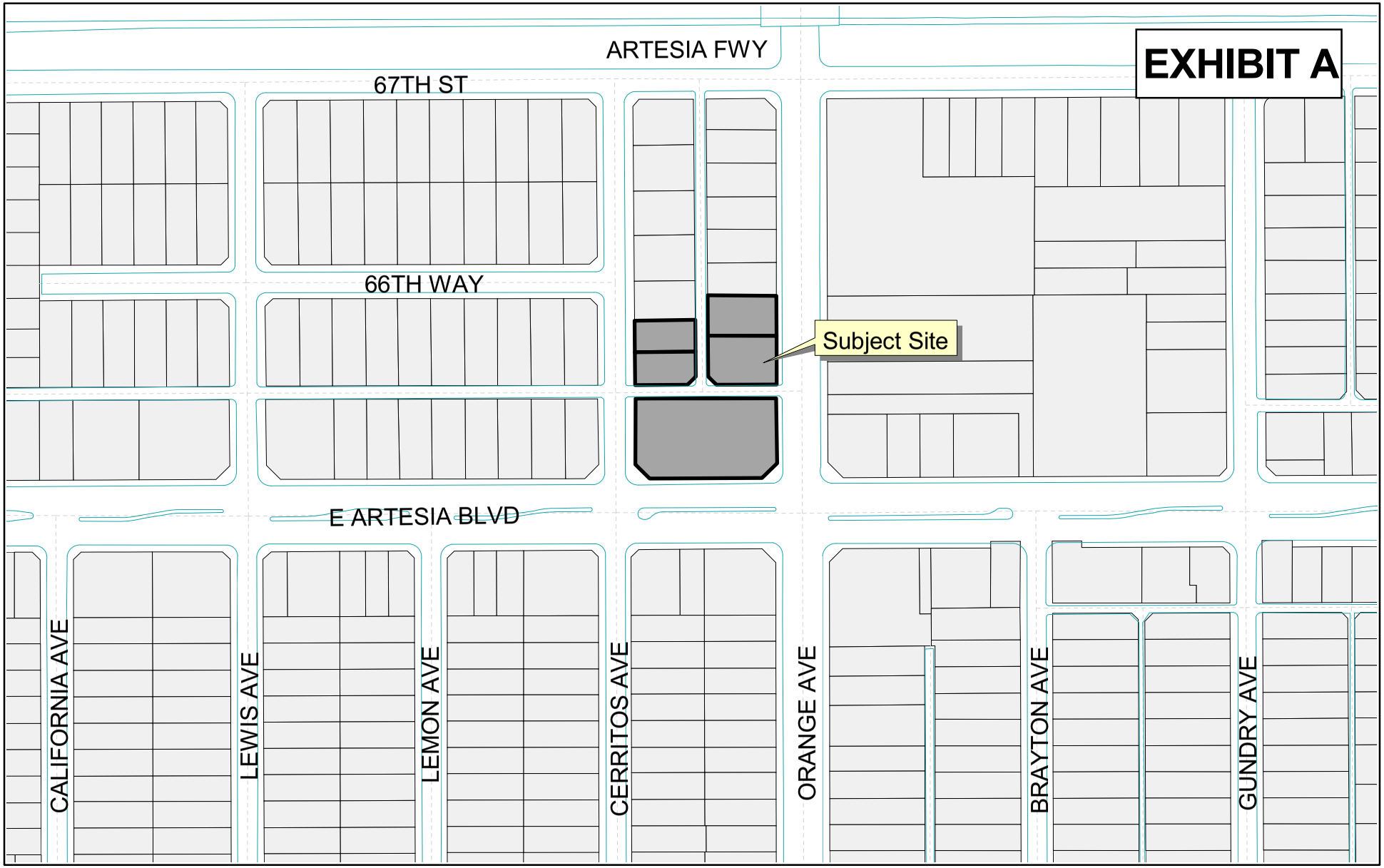
Dan Garcia, South Coast Air Quality Management District
Jill Griffiths, Advance Planning Officer, City of Long Beach
Derek Burnham, Current Planning Officer, City of Long Beach
Dave Roseman, City Traffic Engineer, City of Long Beach
Jeremy Berryman, Fire Department, City of Long Beach

REFERENCES:

California Environmental Quality Act (CEQA) Guidelines
City of Long Beach General Plan, Land Use and Seismic Safety Elements
California Department of Toxic Substance Control Hazardous Waste and Substances Site List – Site Cleanup (Cortese List)
Long Beach Municipal Code, Chapter 8.80 (Noise) and Title 21 (Zoning Regulations)

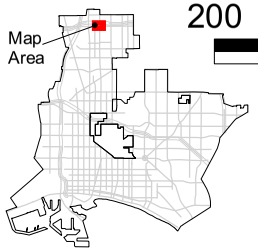
ATTACHMENTS:

A. Vicinity Map
B. Site Plan



SUBJECT PROPERTY:

1199 E. Artesia Blvd.
Application No. 0801-04
Council District 9
Zone: CCA and R-1-N

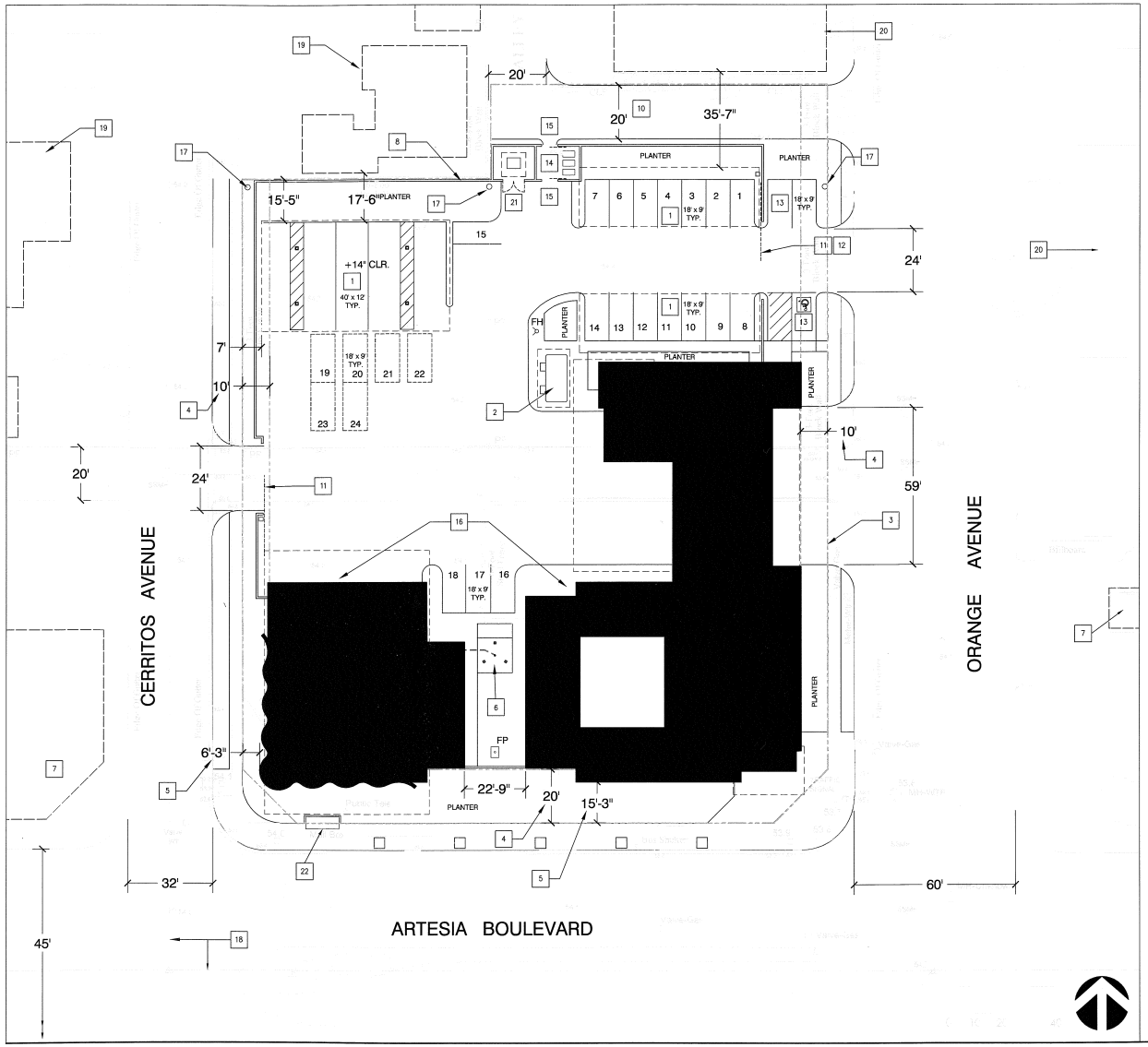


200 0 200 400 Feet

N

Scale = 1:2,500

Long Beach Development Services
Planning Bureau | Community Design & Development Division | SK



1 Covered Parking
2 Above Ground Fueling w/ canopy
3 Property Line
4 Required Setback
5 Proposed Setback
6 100' Communication Antenna
7 Existing Commercial Building
8 Masonry Wall
9 Fence
10 Proposed Alley Vacation
11 Motorized Gate
12 Fire Fighter Entrance
13 Public Parking
14 Trash Enclosure
15 Trash Access
16 Proposed Buildings
17 Utility Pole Relocation
18 Road Center Line
19 Existing 1-Story Residence
20 Existing 2-Story Residential
21 Transformer Enclosure
22 Proposed Bus Stop Shelter

Lot Size: 56,181 sf (1.29 acre)

Lot Coverage: 21,813 sf (incl. carports)

Building Area: 15,712 sf (single story)

F.A.R.: 0.280

BEVERLY PRIOR architects
222 SUTTER STREET, 9TH FLOOR
SAN FRANCISCO, CA 94108
phone 415.777.9422 fax 415.777.2755 24/7 bparch.com

architect/engineer seals

consultant

project title
City of Long Beach

Long Beach Fire Station #12

agency/approvals

date	description
10/09/2008	PLANNING PERMIT APPLICATION

sheet title
SITE PLAN

project no.
2816.01

sheet no.
A1

1" = 20'-0"
Site Plan